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TOPICS - OF - THE - DAY

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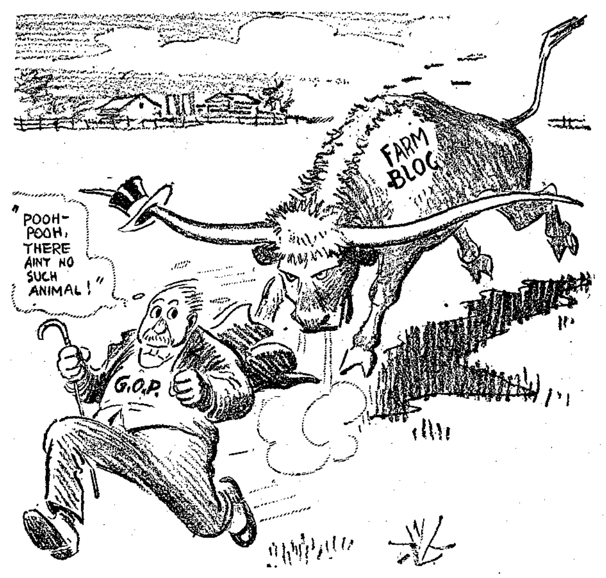
ONE YEAR OF REPUBLICAN RULE

When a "ROCK-RIBBED" REPUBLICAN organ, reviewing the record of the first year since its party returned to power in all branches of the Government, avers that "this Congress is the worst we have had for twenty years," and asks despairingly "of what avail is a wise President and a strong Cabinet if it is their misfortune to be blocked in many directions by a recalcitrant Congress?" its criticism arrests attention. "Congress," the Boston *Transcript* continues, "is the liability of the Republican party to-day, the President and his Cabinet its great asset." The Congressional elections of November are now less than eight months distant and the preliminary skirmishings of the campaign are on. Yet despite the fact that a state of political war may be said to exist, we find other Republican papers beside *The Transcript* sending admonitory shots in the direction of the wearers of their own uniform in Congress. Thus the Independent Republican *Rocky Mountain News* of Denver states that the West, while believing in President Harding's sincerity and his anxiety to fulfil his promises, "is in doubt regarding the ability and intent of Congress, and is suspicious of some of its would-be leaders." The farmer, it declares, "is already in revolt" against the party in power.


FARM BLOC
"POOH-POOH, THERE AINT NO SUCH ANIMAL!"
G.O.P.

DOWN ON THE FARM.
—Knott in the Dallas *News*.

"It is daily becoming more apparent," says the Republican Manchester *Union*, "that President Harding, much as he may dislike it, must take down from the wall the Big Stick which, since the Fourth of March, one year ago, has been accumulating dust, and begin to brandish it over the head of Congress, if so palpably headless a body may be said to have a head." Congress, with its overwhelming Republican majorities in both Houses, this New Hampshire paper goes on to say, "gummed up the tax revision program," "man-handled the whole tariff revision question," and made a "nauseating spectacle" of itself in its handling of the bonus problem. Its record, we read further, "must surely give every thoughtful Republican cause for alarm," for "unless some order soon comes out of the chaos that reigns on Capitol Hill, the party will lose control of the lower House in the fall elections and the country will again have to face divided councils such as obtained and made all progress difficult, if not impossible, during the last two years of the Wilson régime."

In balancing the books of President Harding's first year, agrees the Independent Republican Chicago *Evening Post*, "the average expert of political accountancy will rank it as eminently successful from an administrative standpoint, but fairly unsatisfactory in a legislative way." This member of the influential Shaffer chain of newspapers goes on to say:

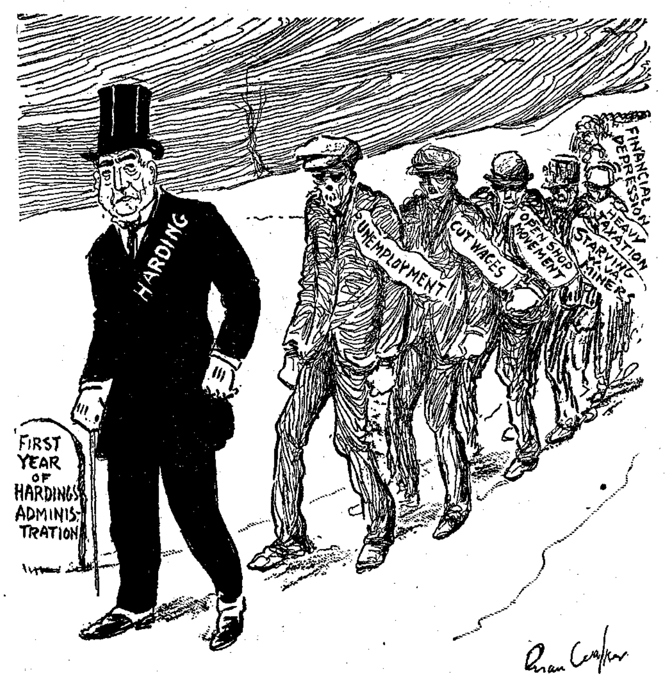
> "Its greatest achievement is undoubtedly the Washington Conference; its second greatest, the passage of the Budget Bill, the retaining of General Dawes, and the dawning of some sort of efficiency in the administration of government. But it is yet to be seen to what extent the Congress will ratify or negative these achievements.
>
> "The President's lieutenants in the administrative government are for the most part men of high character and ability, in whom the country has conceived great confidence. His lieutenants in Congress have neither organized well nor led well. Unfortunately, Mr. Harding is pledged to a policy of non-interference with the legislative branch, and therefore has not applied to them, and for them, those measures of congressional discipline which successful Presidents before him have found necessary. Herein lie the germs of disintegration for his government, which may multiply and grow dangerous if he is not careful. Should the fact that he was once a Senator, that as a candidate he proclaimed in favor of executive aloofness from legislation, be allowed to hinder him from carrying out a program for which the people are holding him responsible?"

In another Independent pro-Harding paper, the Philadelphia *Public Ledger*, we find the same distinction made between the achievements of the Executive and Legislative Departments under the Republican régime. And in many Independent and Democratic papers the same line is drawn. "Careful consideration of public opinion, as exprest in the newspapers of the United States, would disclose no falling off in Mr. Harding's personal popularity," says the *Christian Science Monitor*. This Boston paper, after complimenting the Administration on its progress toward a budget system and toward the refunding of the war debt, and on the success of the Washington Conference for the Limitation of Armaments, points out that the consummation of this success rests with the Senate, by which the Conference treaties must be ratified. And it continues:

> "This fact leads to the consideration of the weakness of the Harding Administration—a weakness through which may

possibly enter the disintegrating factors that will lead to the summary ending of the new era of good feeling. For it has come to be the general feeling of the American people that a President is largely responsible for the acts of a Congress which is by partisan alignment nominally in sympathy with him. The Constitution may prescribe the distinct separation of the executive and the legislative departments. Nevertheless there has been no administration, in the last quarter-century at least, during which the President was not applauded if he compelled Congress to do his will by the lavish use of 'the big stick,' or harshly criticized if he withheld his influence and power and permitted Congress to legislate or to procrastinate according to its own will."

"The better qualities of the Republican administration of affairs are revealed in the executive branch of the Government; the worse qualities appear in the legislative branch," agrees the Democratic Brooklyn *Eagle*."



HARDING ARRIVES AT THE FIRST MILESTONE OF HIS ADMINISTRATION, AND SEE WHO IS WITH HIM!
—Walker in the New York *Call*.

On March 4, speaking as a guest of the National Press Club, President Harding made the following statement:

"Some of you perhaps wonder how it feels to be President and what my recollections are. It seems to me that I have been President for twenty years. Life since I came to the White House has been so full there is scarcely an impression left of the life before. There is only one distinct one. I recall my previous conception of the Senate as compared with the one I have to-day, but no unkindliness is meant by that.

"There have been disappointments and dreams which have not come true. But I don't believe that any of you have fully understood the problems the Administration took up. And when I say that I am not critical nor unmindful of the fact that my distinguished predecessor was ill, and that the nation was adrift in war's aftermath. The problem of readjustment was infinitely more difficult than any of you imagined.

"If we accomplish nothing but the long step in getting back in the normal ways of government we will have at least accomplished something."

The general tendency of the press to blame Congress rather than the President for any disappointment that the year has brought moves Edward G. Lowry to remind us that "the first year is always the happiest for any President." Writing in the Philadelphia *Public Ledger*, Mr. Lowry says:

"It is the honeymoon year. Everybody wants to think well of the new Executive, whoever he may be. He starts with a great reservoir of public good-will.

"But this state of mind and popular attitude do not last forever. After a time the President must look out for himself. The path of his daily walk becomes increasingly more thorny. His qualities, his substance, his fiber, his endurance are tested. He must be willing to fight for his beliefs and his policies. He must be not only willing, but he must be able to fight.

"A year in the White House has had a visible effect on Mr. Harding. His outstanding qualities of kindliness, courtesy and simplicity have stood him in good stead. His mind moves at precisely the right rate of speed with the times. His emollient equality is a great asset and makes easy what without it would be impossible. Being President has increased his stature, but left him still a kindly, simple, friendly human being, who above all things dreads a row. He has not yet met the ordeal by battle."

A curious contrast is afforded by two summaries of the outstanding achievements of the Republican Administration during the past year, one reflecting a favorable and one an unfavorable view-point. The first, in the Washington *Herald*, an Independent journal which has supported Mr. Harding, reads:

"Among the solid accomplishments for the country's benefit may be listed the following:

"Outstanding Liberty bonds and Victory notes have been increased in value $2,000,000,000, the latter going above par.

"Retail prices have shown a horizontal reduction of 25 per cent.

"The public debt has been decreased $3,700,000,000 and the annual taxation has been reduced $750,000,000.

"Energetic efforts to relieve the depression of the farming situation, through authorization of loans for development and for exporting products and the passage of emergency tariff schedules, have been rewarded by real results. Agricultural products totaling 20,000,000 tons were sold abroad during 1921, a record for all time.

"Abnormally high wages of war-time were readjusted downward some 17 per cent., a change causing little real monetary loss because of reduction of living costs.

"The establishment of the budget system has brought government economy in expenditures and promises more for the future. The outlook is for a $3,500,000,000 budget for the coming fiscal year.

"The Department of Justice and other Federal agencies have waged a vigorous campaign against certain insidious combines, notably those in the structural supply and building industries, this activity being in no small measure responsible for a long-awaited building boom."

The second and contrasting summary is from the Newark *Evening News*, an Independent paper which supported President Wilson and the League of Nations:

"Call the roll of achievement of the Party of Efficiency.

"Budget? No assurance yet that Congress will keep within limits.

"Tax reform? A bogus, makeshift measure that utterly repudiates party promises.

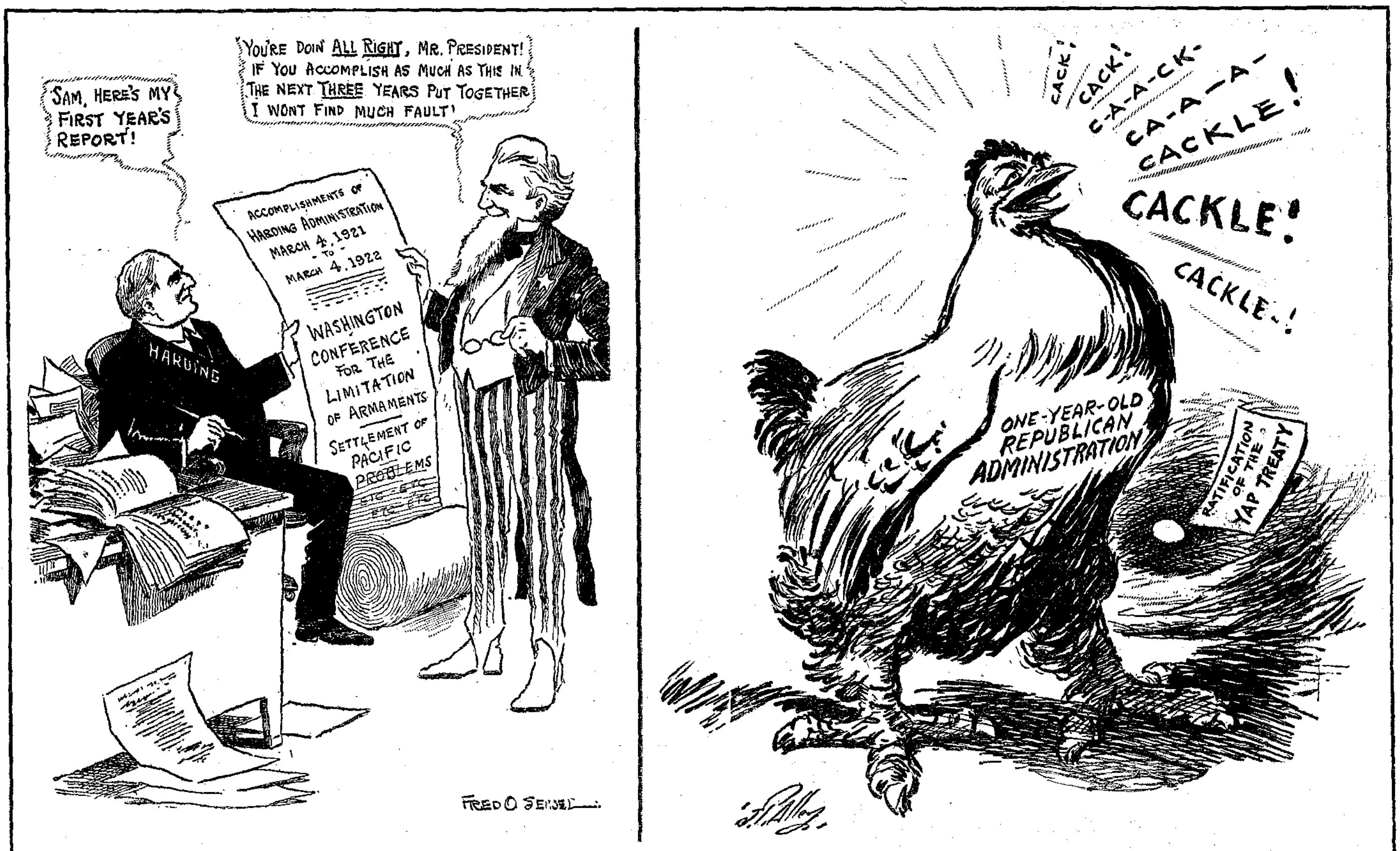
"Tariff? An 'emergency' measure that failed, because it could not put up the prices of what the farmer raised in excess of American consumption. A general tariff fifteen months in the making, on which there is not yet even an agreement as to the basic principle on which duties shall be levied.

"Allied debt funding? A commission named, but subjected to such arbitrary restrictions as to terms to be imposed upon debtor countries as in some instances absolutely to estop progress.

"Economy? Genuine armament reduction assured, but a Congressional largess to able-bodied service men in prospect, which will disburse more than saved in cutting armament costs and by the appropriation shaving of the budget director.

"Foreign relations? A brood of treaties inaugurated because 'Wilsonism' has to be repudiated and this country kept out of the League; treaties of the most solemn and binding character, but of which our spokesmen pretend, before the ink on them is dry, that they do not surrender a vestige of sovereignty, but are only ropes of sand; an official attitude that has driven stricken Europe to realize we will not help her where we can; an unwillingness to participate in the Economic Conference at Genoa, for fear of committal to something less than selfish; an attitude of aloofness that is driving Britain squarely into the arms of France in a potentially menacing twenty-year alliance."

What may be regarded as an official defense of the Repub-


SAM, HERE'S MY FIRST YEAR'S REPORT!
YOU'RE DOIN' ALL RIGHT, MR. PRESIDENT! IF YOU ACCOMPLISH AS MUCH AS THIS IN THE NEXT THREE YEARS PUT TOGETHER I WONT FIND MUCH FAULT!
ACCOMPLISHMENTS OF HARDING ADMINISTRATION MARCH 4, 1921 TO MARCH 4, 1922
WASHINGTON CONFERENCE FOR THE LIMITATION OF ARMAMENTS
SETTLEMENT OF PACIFIC PROBLEMS
ETC. ETC. ETC.
HARDING
FRED O SEIBEL
CACK! CACK! CA-A-CK- CA-A-A- CACKLE! CACKLE! CACKLE! CACKLE..!
ONE-YEAR-OLD REPUBLICAN ADMINISTRATION
RATIFICATION OF THE YAP TREATY
Alley

TURNING THE FIRST CORNER.
—Seibel in the Albany *Knickerbocker Press.*

HOORAY! THE FIRST EGG! !
—Alley in the Memphis *Commercial Appeal.*

THE FIRST REPUBLICAN YEAR—THROUGH OPPOSITE ENDS OF THE TELESCOPE.

lican record was delivered in the House by Representative Fess, of Ohio, Chairman of the Republican Congressional Committee. As quoted by the Associated Press, he said in part:

> "One year ago President Harding found the nation with her relations with many foreign countries strained almost to the breaking point, her fundamental principles under discussion, her historic significance in question, her population surfeited with the profits of war and wild extravagance, her industries inflated and problems of reconstruction complicated and imminent.
>
> "To-day she sees peace again established with all countries, foreign relations resumed with honor to ourselves and complete justice to others, the finest attitude of the world toward our moral leadership as evinced in the Arms Conference, a policy of proper reward for the defenders of the nation's rights, and an administration operating on the soundest principles of economy, with a reduction in our public debt of $3,700,000,000, and a three-quarter-billion-dollar reduction in annual taxation."

The Democratic characterization of the present Congress as "a do-nothing Congress" was answered by Senator Lodge with the statement that: "I know I am speaking within bounds when I say that no Congress in time of peace has ever shown such an amount of important, effective and remedial legislation as has been enacted by the present Congress since it has been in session." And on the subject of the Arms Conference the Massachusetts Senator said:

> "More was done by the Conference for the world's peace in twelve weeks than has been done anywhere else in twice as many years. There are questions which arise above the region of politics, but the fact remains that it was under a Republican President that steps have been taken under which a thoroughly American policy has been carried out in the conference at Washington by a delegation representing both political parties with a success recognized by the entire world."

On the other hand there are many Democratic papers that agree with the New York *World* (Dem.) when it declares that "at the end of its first year the Harding Administration finds itself politically bankrupt." The dominating thought of the voter in November, predicts *The World,* will be "to punish the Republicans for their perfidy, their duplicity and their broken faith." The record of the Sixty-seventh Congress moves the New York *Times* (Dem.) to fear lest "representative government itself be brought under reproach." "There is dissatisfaction everywhere," declares Governor Cox's Dayton *News* (Dem.). "The most persistent question at the time of the inauguration was: What will President Harding do to bring about an association of nations?" says the Pittsburgh *Post* (Dem.), which adds: "After a year the question is as far as ever from being answered." "The party of prosperity has brought no prosperity," notes the St. Louis *Post-Dispatch* (Dem.). Republicans "are united on nothing," avers the Columbia *Record* (Dem.). The past twelve months have been "a year wasted," in the opinion of the Richmond *Times-Dispatch* (Dem.) And in the Richmond *News Leader* (Dem.), which looks to the future, we read:

> "For the immediate future the Harding Administration, of course, will attempt to capitalize the Arms Conference and will ask for the reelection of a Republican Congress as recognition of that achievement by the executive. The game will be played in this way not merely because the Conference is the best card in the Republican hand, but also because it is virtually the only trump they have. The record of Congress certainly is not one of which any Republican who wishes to preserve a reputation for accuracy can speak with admiration. Meantime, of course, the Republicans will attempt to mend their hold in Congress and to pass some at least of the laws for which the country is clamoring. From the Democratic view-point, as already intimated, it probably should be hoped that the country will not repudiate the Republican Congress this autumn, as it deserves. A decline there will be, inevitably, in the majority; a reversal is not to be desired immediately by Democrats. Far better it is to let the Republicans struggle on for two years in futile efforts at injudicious compromise. Then, by 1924, the country will be ready to throw them out both from Congress and from the White House."

OUR DISAPPEARING ARMY

THE BUSINESS OF CUTTING DOWN the American Army, which has been going on more or less briskly ever since the Armistice of 1918, has received a set-back. At least that is the interpretation commonly put upon the chorus of protests, led by President Harding, which arose throughout the land when Congress attempted to make an additional cut in the 137,000 men who now constitute the total armed land forces of the United States. It was a small matter that started the present protest, a matter of only some 15,000 men. When the Army dropt from 4,000,000 to 175,000, those who had tears to shed or protests to make, shed or made them in comparative seclusion. When additional blows from Congress reduced the 175,000 to approximately 137,000, only professional military men took very much notice. But when, in the early part of the present month, Congress recommended a further reduction to 115,000 men, authoritative voices raised a warning that, even in the matter of cutting armies, we might have too much of a good thing. General Pershing, who previously had plead for economy and a small army, went to see President Harding. President Harding called aloud on Congress, as the newspaper headlines announced, to "HALT DRASTIC ARMY CUT," and nearly all the country that has been heard from since then agrees that the President is right.

Economy is the impulse actuating Congress in this attempted cut of our military establishment. At least $50,000,000, and possibly $60,000,000, reports the New York *Times*, may be slashed from the budget estimate prepared by the War Department. This saving entails the reduction of the enlisted strength of the Army 15,000 men below the 130,000 which the War Department considered the absolute minimum. The Congressional plan also provides that the number of officers be limited to 11,000 as compared with the present strength of 12,900. Both Secretary Weeks and General Pershing, the report continues, urged that provision be made for an Army of 150,000 men, and—

> "The subcommittee, in deciding upon 11,000 as the maximum number of officers, has disregarded the recommendation of General Pershing, who outlined plans for 'weeding out' inefficient officers to bring the force down to 12,000 in the expectation of then increasing the officer personnel to 14,000 by commissioning officers in the junior grades.
>
> "A reduction of the Army to 115,000 enlisted strength, it was pointed out by department officials, would mean an actual effective force of little more than 105,000 men, as the regular turnover, due to expiring enlistments, keeps about 10,000 men on the average continuously out of active ranks."

The reduction of the Army as planned by Congress, says Secretary of War Weeks, will mean "a decrease of at least one-third in the number of Army forts, posts, flying-fields and training-camps of this country," since with a force of 100,000 men it would be impossible to man these forts, camps and fields even with a sufficient number of men "to drill a squad." We must retain a sufficient regular Army to be "an expansible nucleus," concludes the New York *Times*, opposing the projected cut. The New York *Tribune* believes that the 130,000 men asked for by the President "is the minimum of sound military economy and of national requirements." The New York *Globe*, protesting that it has been "a consistent and an ardent advocate of a reduction in naval as well as in military expenditures," objects that "Congress has gone beyond all reason." In this newspaper's view:

> "The proposed wholesale reduction in the Army and Navy personnel shows Congress in its least intelligent mood. It is attempting to do a good thing badly. Its ineptitude injures the cause it would further and defeats its own ends.
>
> "The purpose of military legislation should be to preserve the minimum organization requisite to perform national police work and, in the case of an important war, to defend the country until new armies could be raised and trained. The essential of such a program is the retention of a skeleton organization. An Army which lacked the men to train new levies in any one of the important divisions would be fatally defective. It would, for example, be absurd not to make provision for an adequate skeleton artillery or air division. General Pershing and the President have argued that a total force of 130,000 is the least which can bear the burdens. Their counsel should be heeded."

"In proceeding on the theory that the American people are demanding great and unscientifically made reductions in provision for the maintenance for the national defense," agrees the Washington *Post*, "Congress is endeavoring to respond to a sentiment which does not exist. The President has more accurately sensed the spirit of public opinion. . . . The Army and Navy must be studied and visualized as an entity and not hacked here and there in a scheme of piecemeal retrenchment." The Pittsburgh *Chronicle-Telegraph* calls for more training camps, with a regular Army able to take care of this training and serve as an "expansible nucleus." The San Antonio *Light* fears that Congress may "disrupt the plans of the nation's military experts, and by cutting down appropriations make it impossible to train the young men of the country for future emergencies"; and the Omaha *Bee* presents this defense of the American officers whom Congress proposes to reduce:

> "No army in all the world is more efficiently officered than that of the United States. The suggestion that Congress penalize the young men in the Army by reducing their pay below the level for the grade will, it is estimated, effect a saving of $4,000,000, but how will the American people stand, after employing one of these young men, inducing him to give over his other prospects in life, then to cut his pay, because he is not a veteran in the Service? Cheese-paring can be carried too far."

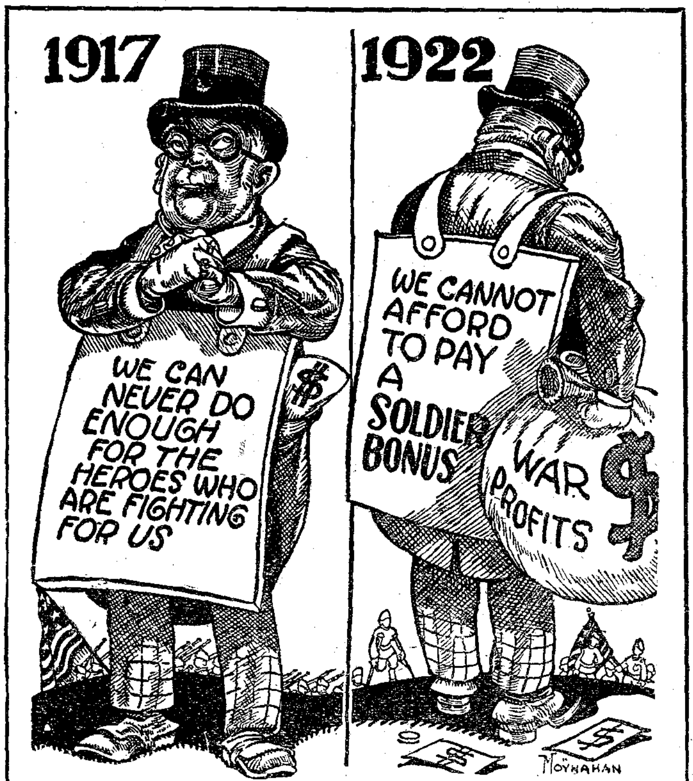
Both the *Army and the Navy Journal* and the *Army and Navy Register* oppose the proposed swing of the Congressional ax in page editorials wherein Congress is accused of thinking more of its political fences than of the needs of the country. The *Army and Navy Journal* mentions, among the leading newspapers opposed to a further reduction in the size of the Army, the Boston *Transcript*, the Chicago *Tribune*, the Chicago *Daily News*, the Kansas City *Star*, The New York *Times*, The New York *Tribune*, the Hearst newspapers, the Washington *Post* and the Washington *Herald*. Protesting that any proposals for reducing the Army must consider the requirements of the organized reserve, the San Francisco *Chronicle* gives this résumé of the plan our country is now following:

> "The country has adopted the policy of a small regular Army, a National Guard and an organized reserve. The plan of the National Guard calls for close correlation with and guidance by the regular Army. That of the reserve calls for training of officers, non-commissioned officers and specialists so that the nation will always have available for time of danger all the expert elements of an adequate army. It is a plan to assure the framework of a force sufficient for any emergency, without the expense of maintaining an immense military establishment.
>
> "A recent study of the ultimate requirements of the authorized establishment assigns 2,521 officers as the number necessary to duties essential to an effective mobilization of regular Army, National Guard and the organized reserve. To the educational system for the professional development of officers and enlisted specialists 2,260 officers is the number calculated. To duty with the National Guard, organized reserves, reserve officers' training camps and training centers the allocation is 3,344 officers.
>
> "This is practically one-half the total estimated ultimate requirement of 16,652 officers. The remainder of the total is required for that part of the Army in the United States available for emergency, for the coast defenses and for the Philippines, Hawaii, Panama canal and Porto Rico. It should be stated that these figures are in excess of the present estimated requirement, which calls for only 13,000 officers for the coming year.
>
> "It was on this basis that the regular Army was cut to its present numbers. Perhaps it is possible to reduce it still farther. But it is certain that it must not be cut too far or we have no foundation left for that framework of a reserve."

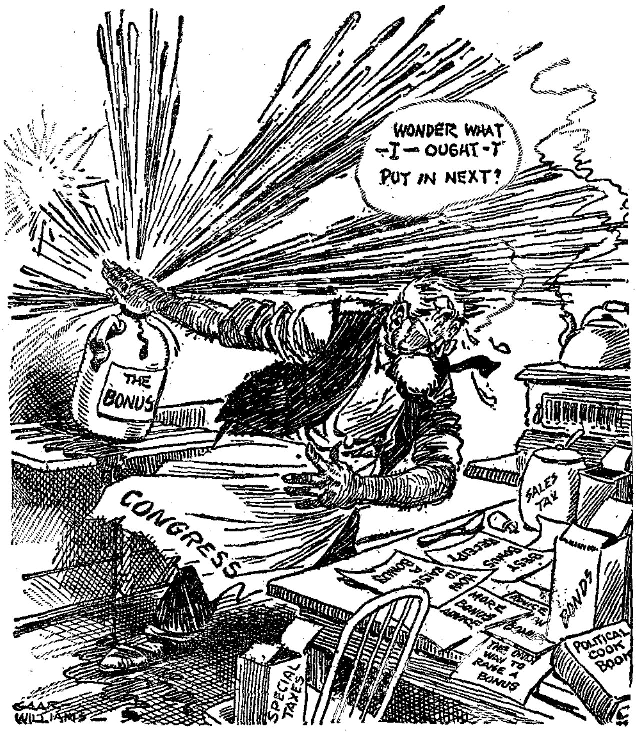
PLANNING A "PAINLESS" BONUS

THERE WAS ONCE A MOSES who could strike a rock in the desert and the waters would gush forth to cool the parched throats of thirsting thousands; there were once oracles which would answer the most puzzling questions propounded by perplexed statesmen. A careful reading of the dispatches of the able Washington correspondents describing from day to day the worries over the bonus issue suggests that our leaders in Congress would welcome a financial Moses to conjure streams of revenue into being at the touch of his magic rod or a Delphic oracle that would tell how money can be raised without making anybody pay it. For the whole trouble over the bonus, which, the dispatches report, is making more strife in Congress than any issue that has arisen for several sessions, is summed up by the editor of a farm weekly, who observes: "When some one thinks of a way to take a few billions of dollars from the pockets of the taxpayers without raising any objection from them, the bonus question will have been settled." "The job is not an easy one," comments another writer, who notes the long sessions and laborious plannings of the House Ways and Means Committee. Scheme after scheme for raising revenue has been abandoned, as it met popular or Congressional disfavor. Congressman Fordney has evolved a scheme which practically eliminates cash payments for the present, which means no new taxes, no large drafts on the Treasury for three years, a "painless" bonus, so to speak. But this has called down upon itself a perfect storm of protest, particularly from banking authorities and the press, as will be noted further on.

Newspaper readers will remember that various proposals for borrowing the money for "adjusted compensation" or raising it by new taxes went by the board when President Harding told Mr. Fordney last month that the only plan that commended itself to him was a sales tax, and that if Congress didn't care for a sales tax, "it would be wise to let the legislation go over." But a sales tax, as a Boston editor puts it, is a thing "from which the Congressional stalwarts have shied in trepidation," and it soon became evident that the House leaders would have none of it. Opposition to the bonus developed in both Houses, the New York papers listing from eleven to twenty-four Senators as definitely "anti-bonus." Attention became focused on some means of eliminating or reducing the cash cost of the bonus. The plan for "adjusted service certificates"—really bonds with an insurance provision—was devised as a substitute for the cash payment section of the original measure, and was included in the bill reported to the House of Representatives on March 7.


1917
WE CAN NEVER DO ENOUGH FOR THE HEROES WHO ARE FIGHTING FOR US
$
1922
WE CANNOT AFFORD TO PAY A SOLDIER BONUS
WAR PROFITS
$
MOYNAHAN

THEN AND NOW.
—Moynahan in the New York *Daily News.*



Copyrighted, 1922, by the Chicago "Tribune."

A TROUBLESOME BREW.
—Williams in the Chicago *Tribune.*

When this plan was announced, writes a correspondent of the Brooklyn *Eagle*, "the attitude in Congress was one of prayerful thankfulness for being pulled out of a bad political bog." Correspondents generally agree that the bill thus framed can be passed in the House, but, we read in a New York *World* dispatch, "there is no chance of the bill passing the Senate in its present form." President Harding's attitude toward the Fordney plan was set forth in a White House statement of March 7, which said:

> "The Executive has exprest the opinion that a sales tax or postponement of the legislation was the only thing he could suggest regarding the bonus. He is still of the same mind."

To some correspondents this statement foretokens an executive veto, in case the House bill should be adopted by the Senate.

The new certificate plan seems to the Boston *Post* (Dem.) "the most feasible yet devised." In the opinion of the New York *Daily News* (Ind.) it meets the anti-bonus argument that the Treasury can not stand any new considerable outlay at present. The plan is thus summed up with an approving word by the Kansas City *Journal* (Rep.):

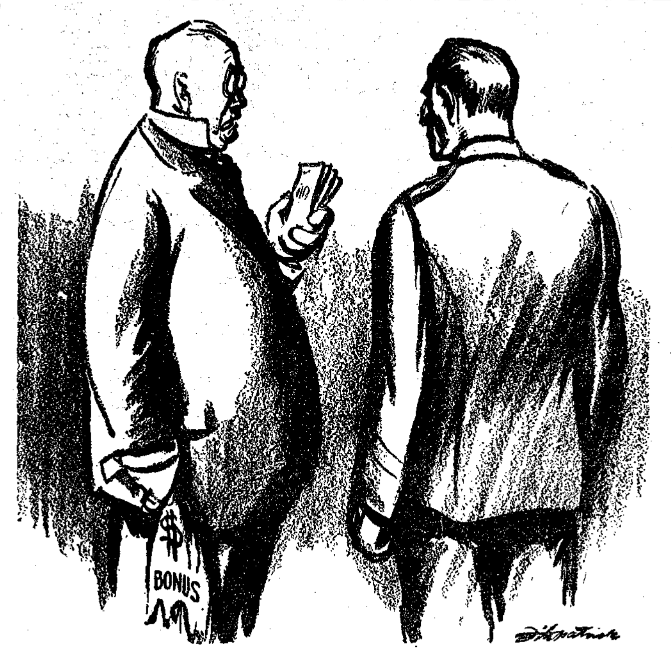
> "It materially increases the ultimate amount to be paid to the service men by the taxpayers, but it also postpones the actual payment by the Government for three years, which period includes the two years during which $6,500,000,000 of short-date Government indebtedness matures. "The plan in brief is:
>
> "Outright payments to men drawing $50 or less. The face value of the adjusted service certificate to be issued for the remainder would be equal to the adjusted service pay ($1.00 a day for domestic service and $1.25 a day for foreign service, less the $60 bonus paid at the time of discharge), increased by 25 per cent. plus compound interest thereon for twenty years at the rate of 4½ per cent. a year. The total face value [which would go to the surviving beneficiary in case of death] thus would be approximately three times the amount of cash that a veteran would receive under the cash feature. Immediately after the certificate

was received the service man could obtain from a bank an amount equal to 50 per cent. of the total of the adjusted service pay, or nearly twice the sum provided in direct cash payments. If, at the expiration of three years, the sum thus obtained, plus interest, had not been paid by the service man, the bank could make demand on the Federal Treasury for the amount due.

"Provisions respecting loans to be made by the Government on the certificates after three years would be retained in the bill.

"It is not contemplated to make any change in the four alternative features of the adjusted compensation plan—vocational training, land grants, insurance and aid in home building."

But this "pawn-broker's bill," as its critics call it, has aroused what seems to the New York *Herald* "a storm of protests unparalleled in national legislation." It has been condemned by Secretary Mellon, and by bankers not only in New York but throughout the country. Senator Glass, who framed the Federal Reserve Act, considers the certificate plan "the most vicious proposal yet made." The service men, he explains, would apply to the banks for loans. Then either the banks would have to refuse in self-defense to make the loans or else they would "make the loans and become so choked up with unmarketable frozen assets that an impossible business situation would be created." Congressman McFadden fears enactment of the plan would mean the crippling of our financial system, would hurt business and would lay the ground "for exploitation of the soldier by the banks."



CONGRESS: HOW WOULD YOU LIKE SOME NICE SEEDS?

—Fitzpatrick in the St. Louis *Post-Dispatch.*

But such criticisms are mild, modest and moderate when compared with press denunciation of the Fordney plan. "Seldom has a queerer maggot pullulated in the cerebral chambers of men still outside of Bedlam," we read in the usually calm New York *Times.* It appears "too childish for consideration even by Congressmen" to the New Orleans *Times-Picayune.* Other editorial views are summed up in such words as "monstrosity," "economic idiocy," "travesty," "bogus," "buncombe," "subterfuge," "grotesque," "a bargain-counter bonus," which appear in papers representing communities like New York, Philadelphia, Baltimore, Louisville, Cleveland and Chicago. It is "a bonus for loan sharks," explains the Republican New York *Tribune,* because "it means putting a very large part of the bonus into the hands of loan sharks, who will discount the certificates when the men receiving them need the money, and become the creditors of the Government for the principal." It is a "counterfeit bonus," concludes the Democratic Chicago *Journal,* because "the Republican party is trying to buy the soldier vote with counterfeit money, and 'shinplasters' at that."

TO CALM THE JARRING RADIO WAVES

THE OLD EXPRESSION, "FREE AS AIR," appears to be rapidly losing its significance, for, remarks the New York *Evening Mail,* "with the coming of radiotelephony, the air is no longer as free as it used to be." For the rapid growth of this new science has developed so many intricate problems, affecting so many hundreds of thousands throughout the country, that Secretary of Commerce Hoover recently held what was called a Radio Conference in Washington. Radio engineers, radio amateurs, representatives of radio corporations, the Senate, the House, technical schools, and the War, Navy, Agricultural, and Post-office Departments were present to give their sides of the case. The unanimity of the Conference in agreeing to radio control so surprized Mr. Hoover, notes the Cincinnati *Times-Star,* that he spoke of it as being "one of the few instances on record in which the people of the United States were united in their desire for more regulation." "If the Secretary can divide and subdivide the wave lengths among all classes of radio users, he may be known in history as the great wave-splitter," facetiously remarks the Chicago *Daily News.*

Editors, careful to admit that they are novices in this new science, generally agree that there is need for regulation in order to obtain by way of the ether the maximum amount of entertainment, news service, weather reports, and commercial messages. "But how to formulate regulations that will suit all classes is a poser," says the New York *Times.* What Secretary Hoover did early in the Conference was to appoint from experts in attendance at Washington a legal committee, a technical committee, and a committee to study the problems of broadcasting stations and amateurs alike. The Birmingham *News* hopes that Mr. Hoover, "as a sort of super-air traffic policeman, may be able to solve the difficult proposition."

It was twenty-one years ago, recalls the Denver *Rocky Mountain News,* "that the world awoke one morning, rubbed its eyes, and learned that the Atlantic Ocean had been bridged without wires." So wireless telegraphy, as a science, is comparatively old. Wireless telephony, however, has been perfected since the World War. Already, says a Department of Commerce official, there are at least 700,000 radio receiving outfits in the United States, of which 40,000 are within a hundred miles of New York City; nine months ago there were less than 50,000 such outfits. There are thirty-five broadcasting stations in eighteen different States, and one in the District of Columbia. As A. Leonard Smith, Jr., writes in the New York *Times,* "the layman can only stand and gasp at the progress of the wireless; it is just as easy to purchase a radiotelephone to-day as it is to buy a toothbrush, and it is an equally simple matter to use one." The growth of broadcasting, in particular, and the resultant necessity for regulations, are explained by W. W. Jermane in the Seattle *Times:*

"The State Agricultural College of Wisconsin was the first institution of its kind to begin broadcasting crop information and prices to farmers. It began last fall with three subscribers; to-day 127 sets of receiving instruments are eagerly taking everything it sends out. The agricultural colleges of New York and Ohio were the next to take up this new work, and their experience has been as successful as that of Wisconsin. The theory is that before long the farmer will have a wireless receiving set just as he now has a telephone, and that it will take the place of the telephone for everything but communications between individuals.

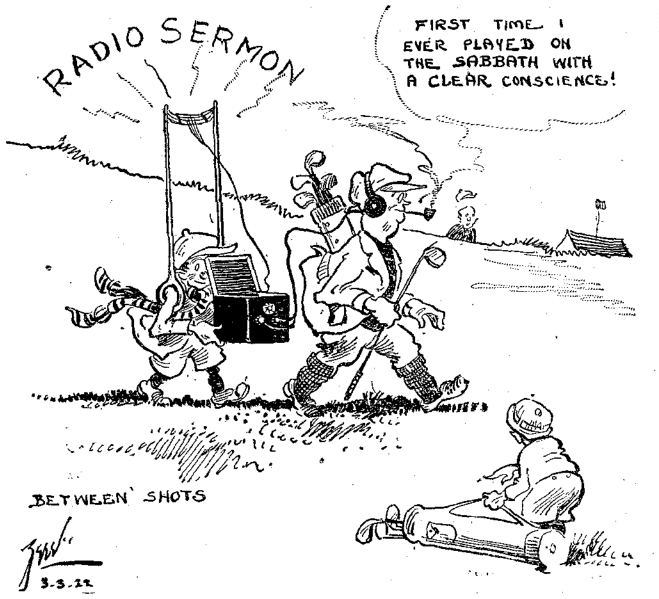
"The business possibilities of the new system are great. Already a limited number of farmers are receiving crop and market information just as reliable and as prompt as that which a stock broker gets in his office from his ticker. The number of farmers desiring this information is perhaps one hundred times greater than the companies manufacturing the apparatus can supply, and the orders are increasing almost in a geometrical ratio. Not only may the farmer, and the city dweller as well, get business information, but he is put in touch with public speeches, concerts, and entertainments of all kinds.

"The Government's interest in the wireless telephone began during the World War, when there was a shortage of radio operators. It encouraged amateurs in every way, and recruited its war force from their ranks. Now, however, instead of having to urge amateurs to take up his new business the Government is flooded with applications from people in all parts of the country who want licenses for sending stations.

"It was out of this condition that the Radio Conference developed. The craze has become so wide-spread that it is highly necessary that something be done to coordinate all wireless processes, so that radio operators will not drown each other out."

"The most gratifying result of the Conference," as the New York *Evening Mail* sees it, "is Mr. Hoover's determination that the inventive genius of the American small boy shall not be restrained." "Other and greater interests never get anywhere with the Secretary when they 'pick on' the American small boy," reports Frank J. Taylor, in the New York *Globe*, which now publishes a weekly "Radio" section of 32 small pages. "Mr. Hoover has two small boys of his own, and one of them has a wireless telephone set in the attic," explains this writer. Besides, points out another writer in the New York *World*, "these amateurs have invested several millions of dollars in their apparatus, and therefore have certain property rights which should be protected." "That some form of regulation is becoming necessary, no one denies," declares the Terre Haute *Tribune*, "but amateurs, who are performing a useful service to the public, should not be harassed." However, notes the Indianapolis *News*, "it is important that whatever is done be done quickly, because the (broadcasting) service is expanding at an astonishing rate." Says the Los Angeles *Times* which, like the Detroit *News* and many other newspapers, has established a broadcasting station:

"Radiotelephony has come to stay and in no sense will it handicap or interfere with other established methods of communication. The commercial telephone is not to be put out of commission and the land service of the telegraph will continue in full importance. On the other hand, the radiotelephone is not to be considered in the light of a fad or a toy, for it opens a definite field of educational research, the value of which has already been acknowledged by the Government and by the public.


RADIO SERMON
FIRST TIME I EVER PLAYED ON THE SABBATH WITH A CLEAR CONSCIENCE!
BETWEEN SHOTS
3-5-22

CAN WE EXPECT THIS?

—Zere in the New York *Evening Post*.

"Radiotelephony has made possible the voice contact with an audience of thousands and tens of thousands without the necessity of assembling humanity under one roof. It is pre-eminently a home acquisition, bringing to the fireside of the family circle news, music and other attractions."

In addition to the Navy's powerful Arlington station, near Washington, the Government now has 230 radio land stations, writes Edward Thierry, in the Charlotte *Observer*. Continues this writer:

"Out of the air come daily news bulletins, lectures, sermons, vocal and instrumental concerts, operas, market reports, government time signals, shipping news, weather forecasts, fashion tips, agricultural reports, church services and children's bed-time stories.

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SENDING A CONCERT BY RADIOTELEPHONE.

The small horn in front of the singer transmitting the vocal notes, and the large "Morning Glory" receiver over his shoulder catching the instrumental notes.

"Radio broadcasting service is available in all parts of the United States. The daily audience that listens in probably numbers more than 1,000,000 people.

"There are 14,000 amateur transmitting stations operated by enthusiastic experimenters and capable of short-distance broadcasting. Numerous Government stations broadcast official business, but also can be used in distributing speeches or messages to the country at large."

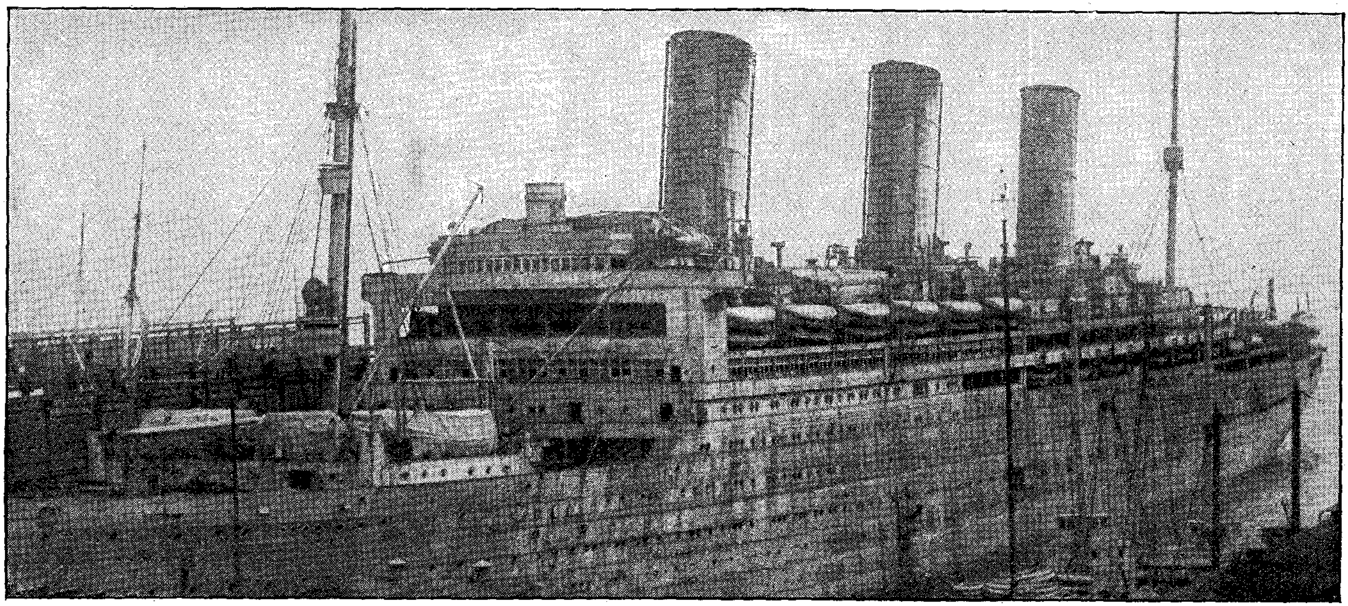
Representative White, of Maine, was a member of the Radio Conference. In his opinion, according to the Washington correspondent of the New York *Times*—

"We will have to grant exclusive right to certain wave lengths just as we grant franchises to public service corporations, and these must be revocable, because we can not give absolute property rights to the ether, which is the common property of all the people.

"There is a sharp conflict now between the branches of the Government and private users, and a controversy between the branches of Government itself. Some one has to put each of the conflicting interests within the proper limits. Doubtless we must have legislation to cover it."

"There is also a furious conflict between powerful private interests to establish a sort of monopoly of the air," asserts the Philadelphia *Public Ledger*. "Systems of regulation are well advanced in Europe," this paper tells us, "while control of aerial communication is only about to begin in the United States." The outlook is not altogether hopeless, however, we gather from many editorials. As the Providence *Bulletin* remarks:

"Radio devotees are taking comfort from their confidence in the good judgment of Mr. Hoover, his ability to recognize the cultural and educational possibilities of the radiophone, and his disposition toward human kindliness. The matter of needed regulation is in the hands of the Department of Commerce, the Department of Commerce is in the hands of Mr. Hoover, and Mr. Hoover is controlled by sound sense and good-will."



THE *LEVIATHAN* WOULD EARN A SUBSIDY OF NEARLY A MILLION DOLLARS.

On the plan of subsidy payment in proportion to speed, size, and distance traveled, this 21-knot, 54,000-ton ship would, as estimated by the New York *World*, draw $907,000 in subsidies per annum, from which any sums paid for carrying mail would be subtracted.

A $30,000,000 BONUS FOR SHIPPING

"IF THE BOWL HAD BEEN STRONGER," said the three wise men of Gotham, "our song had been longer." "All we need is a stronger bowl," say our ship owners; "if the Government will only pay for the strengthening, we will keep the American flag flying over the finest bowl that ever sailed the seas; if it will not, we must leave the sailing of bowls to people who have the support of their Governments or who can operate more cheaply." The whole ship subsidy question, now being discust in the press and at Washington, seems to resolve itself into this: the taxpayer must pay to strengthen this merchant marine "bowl," or else the wise men of Gotham and our other seaports must leave the ocean-carrying trade for the most part to others. Just at present this simple problem is complicated by the existence of an enormous and extremely costly fleet of government-owned ships, which hardly anybody wants the Government to continue to operate, but which no one except the Government, apparently, can afford to operate. President Harding offers a solution in the form of a $30,000,000 annual subsidy, which is to bear as lightly as possible upon the taxpayer. In a general way press comment on this plan follows the traditional sectional and party lines of cleavage on ship subsidies in general; the coasts and the Republicans approving; the Democrats and the interior disapproving or doubting.

Since the advocates of the President's plan are content for the most part to repeat and endorse his arguments, these should be briefly noted. The problem as he sees it and as he phrased it in his speech of February 28, is to turn the ships we have "and our experience and aspirations into the effective development of an ocean-going shipping service" to assure commercial eminence in peace and to "be our guaranty of defense in case that peace is disturbed." The President declares that shipping is not a sectional matter and gives a word of commendation to the proposed Great Lakes-St. Lawrence waterway. The President's concrete suggestions are based on Shipping Board recommendations. They take it for granted that the Shipping Board fleet is to be sold at once at market prices. The main features of the proposals, now embodied in bills submitted to Congress, are sketched as follows in the President's speech:

"In lieu of discriminating duties on imports brought to us in American bottoms it is proposed to take 10 per cent. of all duties collected on imports brought to us in American or foreign bottoms, and create therefrom a merchant marine fund. To this fund shall be added the tonnage charges, taxes and fees imposed on vessels entering the ports of continental United States, also such sums as are payable to American vessels by the Post-office Department for the transportation by water of foreign mails, parcel posts excepted.

"Out of this fund shall be paid the direct aid in the development and maintenance of an American merchant marine.

"I will not attempt the details of requirements or limitations, save to say that all vessels thus remunerated shall carry the United States mails, except parcel post, free of cost; and that all such remuneration must end whenever the owner of any vessel or vessels shall have derived a net operating income in excess of 10 per cent. per annum upon his actual investment, and thereafter the owners shall pay 50 per cent. of such excess earnings to the merchant marine fund until the full amount of subsidy previously received is returned to its source."

President Harding estimates that his program would cost about $15,000,000 the first year, and might eventually be $30,000,000 a year. But our marine needs indirect as well as direct aid. So the President suggests that government officials be expected to travel on American ships; that the Army and Navy transport service be discontinued; that cheaper insurance be afforded; that there be preferential rail and steamship rates on through shipments in American vessels; that railroads be permitted to own ships engaged in foreign trade; that the monopoly of coastwise trade be extended to the Philippines; that a certain proportion of immigrants shall be carried in American ships; that a merchant marine naval reserve be established. The bills before Congress provide that from sales of Shipping Board vessels a fund be established to be loaned at not less than two per cent. for the building of new ships.

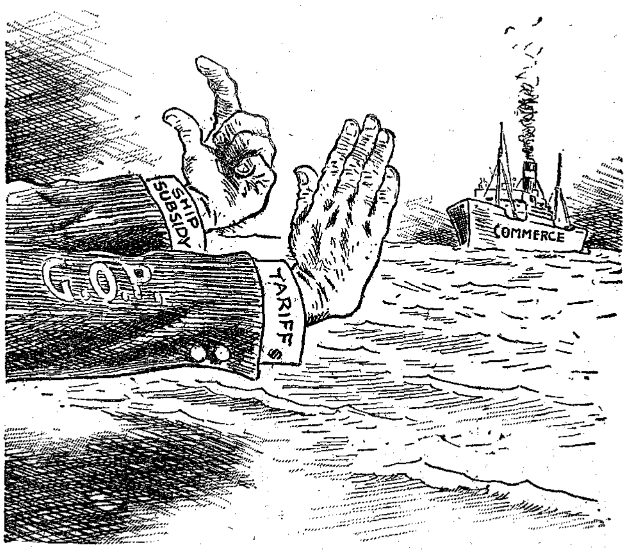
Thus, declares the Philadelphia *Evening Ledger* (Ind. Rep.), President Harding "sponsors a plan for restoring the sheen to a gem of the ocean that lacked luster for a full half century." In the opinion of the New York *Tribune* (Rep.), "he is asking national participation in a venture with which national prosperity is intimately bound up." In the first place, as the Washington *Post* sees it, "we can well afford to pay for the maintenance of a merchant fleet without which the nation would be badly crippled in time of war." This unofficial mouthpiece of the Administration continues:

"All transportation, regardless of its character, is deserving of government encouragement, and if necessary financial assistance if it constitutes a national utility and an agency of defense.

"The chief weakness of the United States is upon the seas, because of the neglect of the merchant marine. The nation must face the situation and build up its own overseas carrying system. If this can be done for $30,000,000 a year, as proposed by President Harding, the cost is a trifle."

Arguments like these are voiced again and again by papers in such Eastern cities as Boston, Providence, New York, Philadelphia, Troy, Albany, Washington and Norfolk, and farther west are also endorsed by the Pittsburgh *Dispatch* (Rep.), Buffalo *Express* (Rep.), Indianapolis *Star* (Rep.), Grand Rapids *News* (Ind.), Chicago *Journal of Commerce*, Duluth *Herald* (Ind.), and St. Louis *Globe-Democrat* (Rep.).

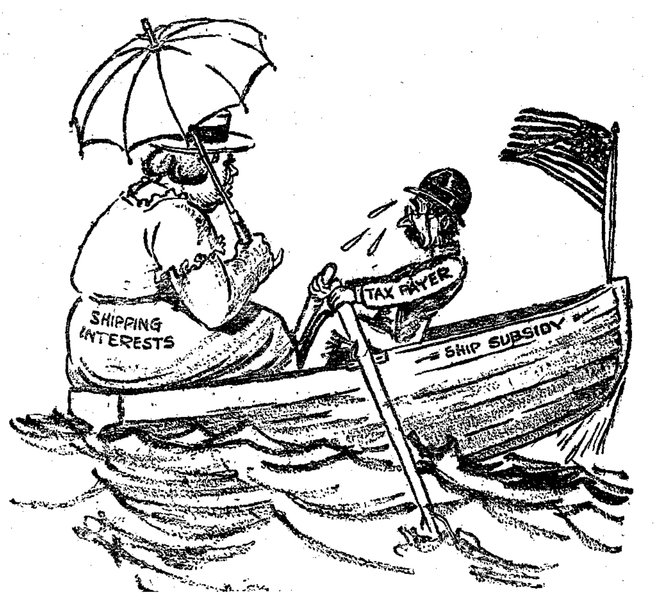
But it's a horse of quite a different color, as others see it. In fact, to some critics it is not a horse at all. "Ship Subsidy Chicken Comes Home to Roost," runs a Newark *News* headline. "And a bird it is!" exclaims the Louisville *Courier-Journal;* "wide-mouthed, hooked-beaked, spear-taloned—as voracious a fledgling bird of prey as was ever brooded by cormorants who lived to gorge on the Government." But what the public objects to, in the opinion of the Rochester *Times-Union* (Ind.), "is making the merchant marine a sort of sacred white elephant whose keep must be a continual charge upon the Treasury of the United States." The Richmond *News-Leader* (Dem.) speaks for several papers when it protests that a subsidy is quite unnecessary in view of the proposed bargain sale of Shipping Board vessels. It says:



GET AWAY CLOSER.

—De Mar in the Philadelphia *Record.*

"If the ships go to private owners at a far lower price per ton than old shipping would bring—if the vessels in a word virtually are handed over to any who will keep them at sea—the United States will stand to lose several billion dollars. But if this be done, the investment of American owners will be so low that they can compete for foreign trade, even under the act of March 4, 1915. At the same time the United States will be free for the future from the dangerous and costly incubus of a subsidy. Better an initial loss of billions, with a prospect of winning in open competition, than the loss of $30,000,000 per annum, years on end, and the support of the merchant marine on a false basis! A ship subsidy is a worse graft than pensions and as unjust as a protective tariff."



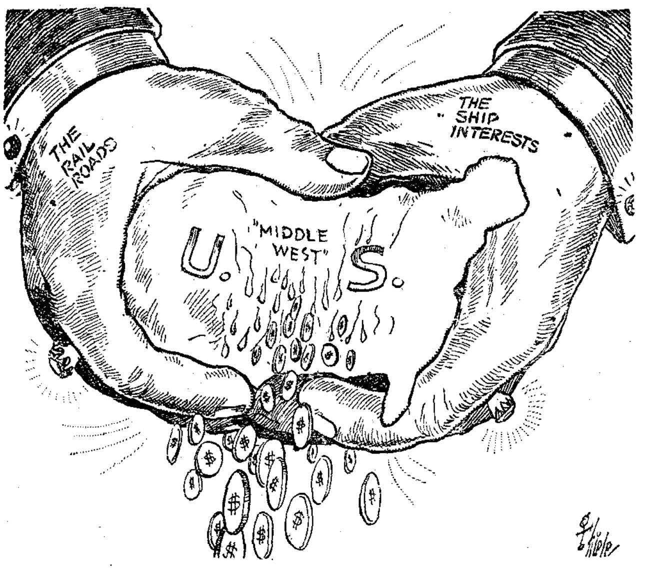
KEEPING THE FLAG ON THE SEA.

—Gage in the Louisville *Courier-Journal.*

Estimating that the Government's fleet will sell for $200,000,000 and that during the fifteen years of partial payments the subsidy would have amounted to $450,000,000, the Chicago *Journal* (Dem.) comes to the conclusion that:

"The ship subsidy scheme and the sale of the fleet together mean that the Government is planning to give away its vessels and pay the shipping trust a bonus of $250,000,000 for taking them!

"Such a policy is utterly repugnant to public morals. The Middle West will have none of it."

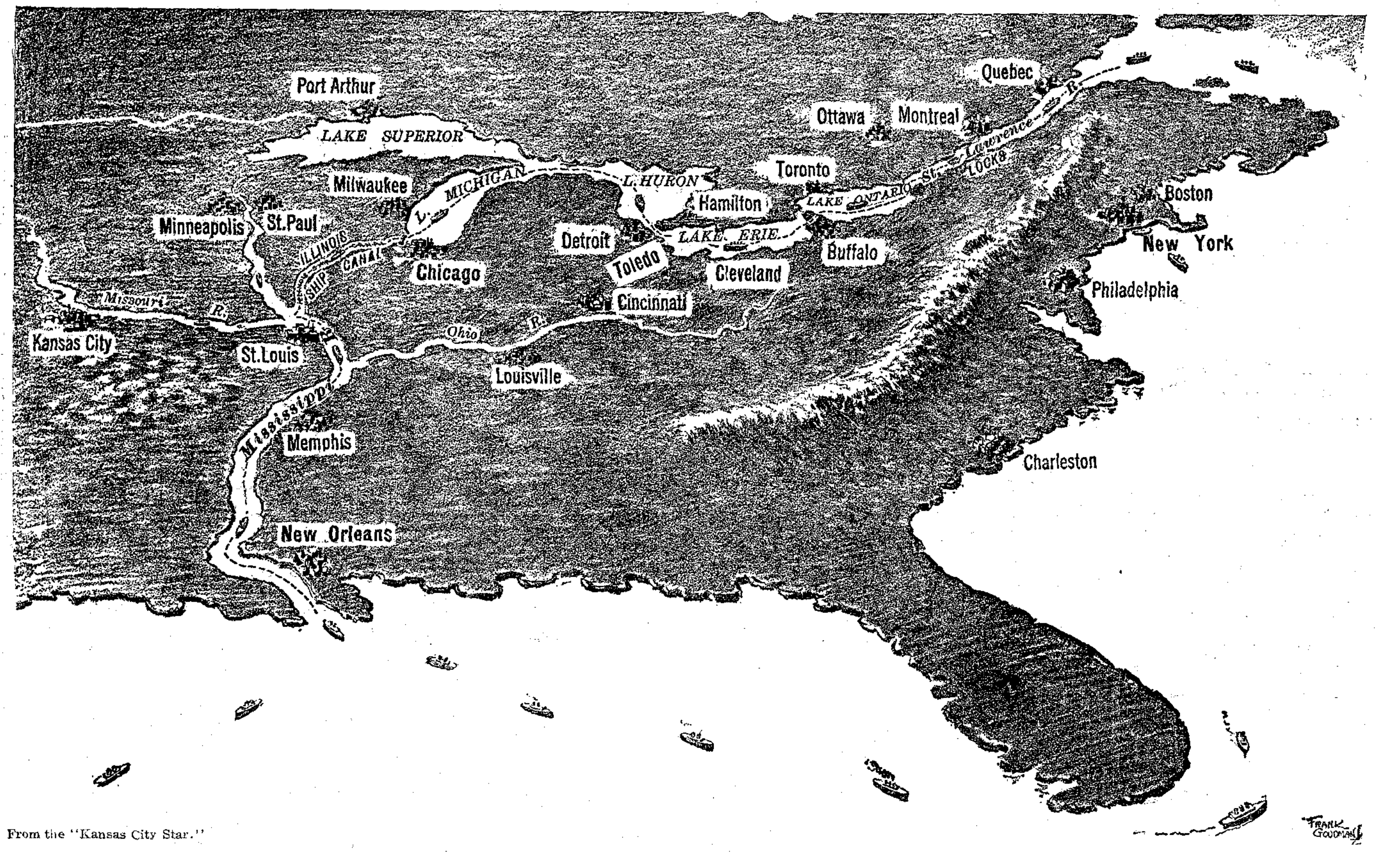


IF THE SHIP SUBSIDY IS PASSED!

—Thiele in the Sioux City *Tribune.*

It should be noted that the ship-subsidy plan has its enemies even on the Atlantic coast. Editorials from the Philadelphia *Record* (Dem.), Brooklyn *Eagle* (Dem.), and New York *Journal of Commerce* read much like those just quoted, while among papers in the interior which vigorously attack the subsidy plan are the St. Louis *Star* (Ind.), Des Moines *Register* (Rep.), Minneapolis *Tribune* (Rep.), Detroit *News* (Ind.), Indianapolis *News* (Ind.), and Columbus *Ohio State Journal* (Ind.).

Turning to sources of opinion in direct contact with shipping, we note the declaration of the editors of *The Seamen's Journal* (San Francisco) that they, speaking for the men before the mast, "most vigorously object to any action or propaganda aiming to rob the taxpaying public through the methods of 'subsidy' and fraudulent 'buying.'" At least one representative of the shipping business is far from enthusiastic over the subsidy plan. The President's arguments, says *The Nautical Gazette* (New York), "will not alter the view-point of such as believe that a merchant marine, built upon a system of subsidies, is an artificial creation, not likely to endure and that the only way to establish our shipping on a permanent basis is by introducing superior operating methods on American ships."



From the "Kansas City Star."

HOW THE ST. LAWRENCE PROJECT WOULD LINK THE MIDDLE WEST WITH THE WORLD'S MARKETS.

TO MAKE OUR GREAT LAKE PORTS OCEAN PORTS

A DIRECT ROUTE TO THE OCEAN from Duluth, Chicago, Detroit, Milwaukee, Toledo, Cleveland, Toronto and other Great Lake cities; cheap hydroelectric power, and cheap transportation of American and foreign products are the three arguments for the Great Lakes-St. Lawrence waterway project, as boiled down by the Toledo *Blade*. It is proposed, in brief, to develop the St. Lawrence River until deep-sea cargo steamers can travel through a series of locks to the cities named above, thus making them, for all practical purposes, Atlantic Ocean ports. Incidently, say its advocates, 1,500,000 horse-power developed along the project can be delivered several hundred miles in each direction at less than one-fourth the cost of such power in New York City. It is this electric power which is expected to finance the whole project and lay a basis for the issuance of bonds to build the waterway. The power aspect of the plan, however, excites the suspicion of many New York State newspapers, especially those along the rival State Barge Canal. The Troy *Times*, for instance, declares that the proposal "is only a camouflage for the development of water-power, with Americans the beneficiaries." The Albany *Knickerbocker Press* agrees with its neighbor that the St. Lawrence project is "a scheme for water-power development," but insists that Canadians will be the beneficiaries. In either case, asks the New York *Times*, "should the Treasury of the United States pour money into the waterways of Canada?"

United States and Canadian government engineers, members of the International Joint Commission, were instructed three years ago by their respective governments to "investigate what further improvements of the St. Lawrence River between Montreal and Lake Ontario are necessary to make the river navigable for ocean-going vessels, together with the estimated cost thereof." The Commission held forty hearings in the large cities of eastern United States and Canada, and submitted their report last December. The project was recommended as a joint development, with the United States and Canada sharing the cost in proportion to the benefits derived. The Canadian and American government engineers estimate that a twenty-five foot canal and a dam to produce 1,264,000 horse-power, would cost $252,788,200.

In the opinion of the Commission the project secures the maximum efficiency from the waters of the St. Lawrence, both for navigation and water-power. The various alternative routes, it finds, do not offer advantages comparable with those of the natural routes by way of the St. Lawrence; a sufficient volume of outbound and inbound trade is reasonably expected to justify the expense; existing means of transportation on the American side are inadequate, and railroads, it says, have failed to keep pace with the growth of population and industry throughout the Middle West.

The object of the St. Lawrence project having been stated, along with the opinion of the International Joint Commission, let us consider the opposition of cities such as Montreal, Buffalo, Albany, and New York City, where it is felt that the direct route to European ports will disarrange the commerce that these cities have built up. Mr. Edward N. Dingley thus summarizes these objections in the Washington *Star:*

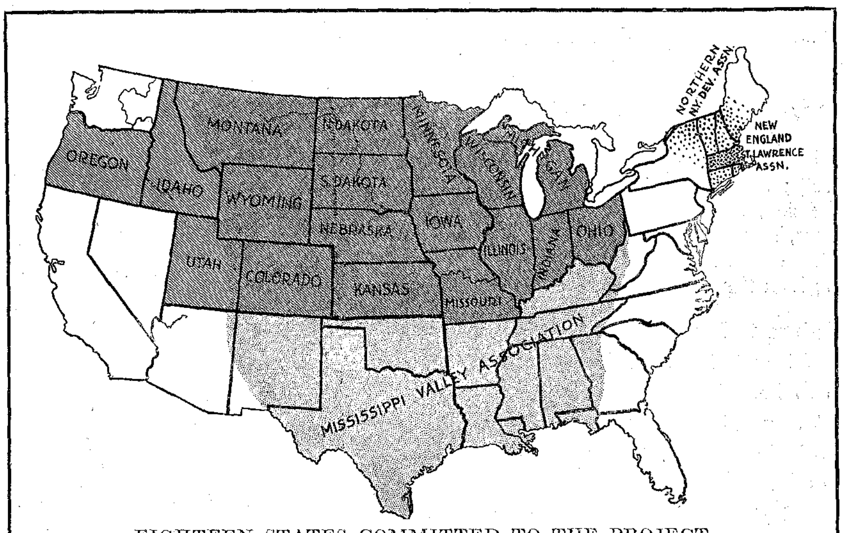
> "(1) The United States would make a mistake in neglecting the development of its own waterways within its own territory, all of which would be postponed if the St. Lawrence project is put through now or in the immediate future.
>
> "(2) Masters of ocean and Great Lakes vessels do not advocate the St. Lawrence project.
>
> "(3) Railroad congestion can not be relieved by a waterway closed four months in the year by ice and fog.
>
> "(4) The New York canals are free of tolls, whereas the St. Lawrence canal will require tolls.
>
> "(5) There will be no such saving of freight as is expected.
>
> "(6) The obstacles to the construction and operation of the St. Lawrence waterway are greater than they were at Panama.
>
> "(7) The cost will be far above the estimate, and the taxes to be paid by the people will be greater than expected.

"(8) Reports of several (New York State) commissions condemn the St. Lawrence project.

"(9) The title to all water and power rights south of the international line belong to the State of New York, and the Federal Government can not divert them except for commerce, whereas the St. Lawrence project is more than 50 per cent a power project.

"(10) The additional cost of deepening the lake harbors will be enormous.

"(11) It is unlikely that the St. Lawrence project can be completed within the life of the present generation."



EIGHTEEN STATES COMMITTED TO THE PROJECT.

The 18 heavily shaded States are members, by act of their Legislatures or by declaration of their Governors, of the Great Lakes-St.Lawrence Tidewater Association, organized to promote the canal project. In addition, the Mississippi Association, organized in 26 States, has indorsed the project by resolution. The New England-St. Lawrence Association is organized to study the plan, and the Northern New York Development League is committed to the improvement of the St. Lawrence.

New York shipping interests declare that as a business venture for ocean vessels the canal would be impracticable because large ships, with their full complement of crews, can not hope to compete with barges; that there would be great delays in the locks of the canal. Besides, charges the Buffalo *News*, there is an ulterior motive back of the whole project—a desire of the "power-ring" to get control of all the water-powers along the St. Lawrence River. "If the ship channel is a sound proposition," contends *The News*, "it should be financed as a ship channel, and not hung around the neck of a water-power development." Other reasons for opposing the waterway project are given in the report of the commission created to represent the State of New York in opposition to the St. Lawrence project before the International Joint Commission. As summarized by the Buffalo *Commercial*, they make these additional points beyond those mentioned above:

> "Whatever water-power is available among the international boundary line belongs in equal parts to the State of New York and provinces of Ontario and Quebec, and neither government can lawfully appropriate the same without making compensation therefore to the owners. Neither ought to be deprived of their respective vested interests in such water-powers by the two governments without compensation.
>
> "Each nation is supposed to and ought to be unhampered and independent of the other in all its activities, and neither nation ought to be in partnership with the other in any such project as that in question, either as to the development of water-power in the St. Lawrence or as to it navigability.
>
> "Therefore the State of New York protests against the use of the potential property interest of the State in the undeveloped water-power on the St. Lawrence River for the financing in whole, or in part, of a project national in character and scope, such as that under consideration."

The present New York State Barge Canal, "tho built by a State, is a national waterway," points out the Buffalo *Times;* "it links up the Great Lakes with the Hudson River." "Why build another canal when we already have one?" is the position taken by *The Times*. Besides, it avers, "the St. Lawrence project is impractical, visionary, unfeasible as an engineering, commercial, navigation or power proposition." "The fog menace in St. Lawrence waters is notorious," adds this paper. The neighboring Buffalo *News* reminds us that "the power interests which are now trying to steal St. Lawrence River power tried the very same thing fifteen years ago." The Buffalo *Enquirer* and the Buffalo *Commercial* likewise disapprove the St. Lawrence project. The Buffalo *Express* maintains that in the time it will take a ship to pass from the Great Lakes to the Atlantic Ocean, the ship could make a deep-water sea voyage with a larger cargo, smaller crew, lower insurance rates, and probably higher freight rates. As *The Express* sees it, "it is cheaper to transfer ship cargoes to barges or freight-cars than to pass through the locks of the St. Lawrence."

Continuing across Lake Ontario and down the St. Lawrence, we find the same opposition to the project at Montreal, a seaport like New York. "The scheme is an excellent one for the spending of unlimited sums of money," caustically remarks the Montreal *Herald*. "It is an ill-considered project," in the opinion of the Quebec *Chronicle*, which reports the residents of that province as "greatly concerned" over what they consider an attempt by American water-power interests to appropriate the potential energy of the St. Lawrence rapids. The Chamber of Commerce of its chief city, Montreal, strongly disapproves the St. Lawrence project.

Oswego, on Lake Ontario, also objects to "developing this power under guise of a navigational project." *The Times*, of that city, points to the Ethiopian gentleman under the woodpile, for whom many editors have been looking, when it says:

> "The people of New York, under our Constitution, own the lands under water along the St. Lawrence valley. No one has suggested a way to compensate these owners if their land is condemned. And condemnation proceedings, under the Federal statutes, may be brought only where the rights condemned are to be used for navigational purposes. Hence the camouflage of benefiting navigation."

Other New York cities between Buffalo and Albany disapprove the St. Lawrence project, and declare for their Barge Canal, which cost New York State $165,000,000, and there are 1,200 boats operating regularly along the canal, we are told. The canal has a capacity of more than 20,000,000 tons a year. "But if we should leave New York State out of the question, would the Atlantic States, the States of the Southwest, and the States of the Pacific slope assent to Federal expenditure on this Canadian project?" asks the Rochester *Herald*.

Continuing on to Albany we find that the Legislature believes, according to a resolution quoted in the Washington *Herald*, that—

> "The St. Lawrence route would be detrimental to the interests of the Barge Canal, the commerce of New York State, and America's trade supremacy . . . and would divert the commerce of the Great Lakes from its natural course, cause great confusion to established business, and result in irreparable injury to the State of New York, its ports and business interests."

The State Waterways Commission agrees that "the St. Lawrence project means death to New York's business," and in this opinion it is joined by the Merchant's Association and the Union League Club, of New York City. At Troy *The Record* suggests that "the state of the Treasury counsels delay." The Troy *Times* also tells us that Norfolk, Wilmington, Savannah, Charleston, and Portland, Me., are against "making a raid on the Treasury."

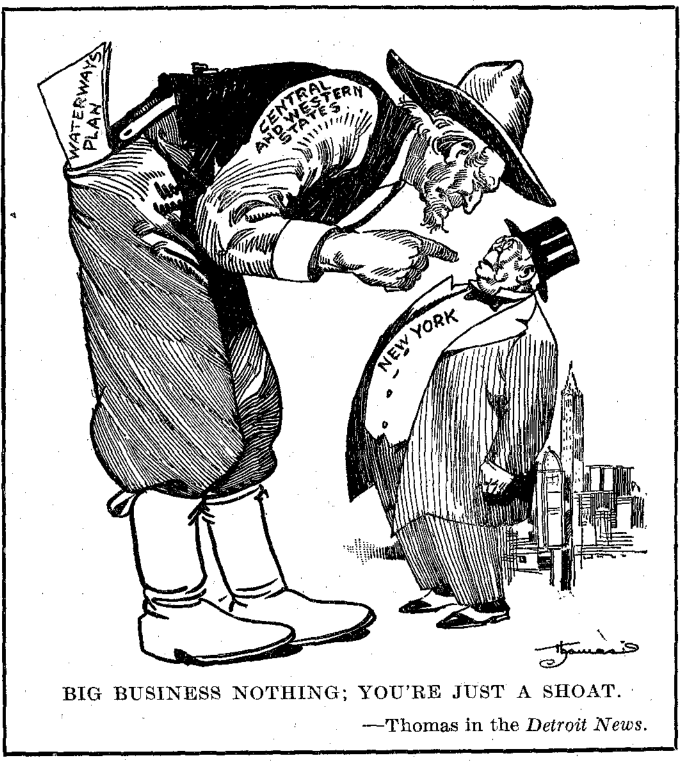
At the State capital we find *The Journal* and the *Knickerbocker Press* solidly arrayed against the St. Lawrence route, because, in the words of *The Journal*, "Canada would get the lion's share of the water-power development." As the *Knickerbocker Press* explains:

> "The truth about water navigation from the Middle West to Liverpool is that two, or at most three, types of craft are needed—lake vessels, built lightly and inexpensively, for cargo-carrying purposes exclusively; barges to traverse the interval between the lakes and the sea, and the heavily constructed ocean craft, with large crews, staunch build and expensive insurance, which will brave the ocean storms and make as many round trips as possible in a given time."

Continuing down the Hudson to New York City, we are informed by the *Evening Mail* that "if the St. Lawrence project goes through, it will have to be paid for in real money—how much nobody knows." At any rate, it is "taking too big a chance," thinks the New York *American*. "At a cost of $50,000 a mile thousands of miles of railway could be constructed with the money which the United States would pay for the development of this project," declares *The American*. "It will be a rare year in which we export 12,000,000 tons of grain, and much of this will always go by rail to Eastern or Gulf ports," asserts *The Evening Post*, and its neighbor *The Tribune* marshals other facts and figures:

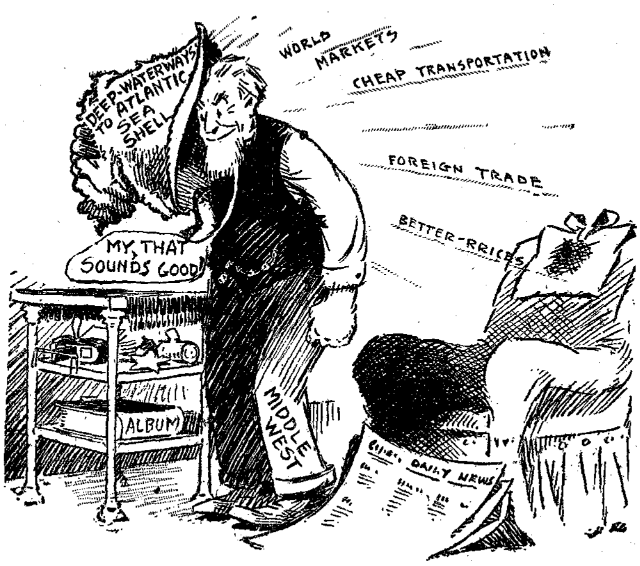
> "The commission which represented New York at the ship canal hearings before the International Joint Commission reports that the average cost of transportation of wheat per bushel from upper lake ports to Liverpool, via Buffalo and the Erie Canal, was only 10.73 cents in the five years from 1910 to 1915. How could that normal rate be lowered to the Western farmer by introducing the through ocean carrier, handicapped by far greater initial cost and greater cost of operation?
>
> "The lake ship hauls freight on the outbound as well as the inbound trip. The ocean carrier would come home from Liverpool with no return cargo; for the return cargo is the great problem for our existing ocean tonnage."

When we turn from opposition to the project, and look for support, we find that the great mass of public opinion is in favor of building the waterway. The Governors of the eighteen States shown in the accompanying map officially sponsor the St. Lawrence plan, and the Legislatures of fourteen of these States have voted official indorsement. American and Canadian cities on or near the Great Lakes, with the exception of Oswego and Buffalo, strongly favor the project. President Harding, in his speech before the Agricultural Conference at Washington, indorsed the St. Lawrence plan when he said "the feasibility of the project is unquestioned, and its cost, compared with some other great engineering works, would be small. The heart of the continent, with its vast resources in both agriculture and industry, would be brought in communication with all ocean routes, and not only would the cost of transportation be greatly reduced, but a vast population would be brought in touch with the markets of the entire world." Herbert Hoover, Secretary of Commerce, favors the northern waterway, and lastly, the International Joint Commission, which spent more than two years investigating the project, recommends that the United States enter into an arrangement, by way of a treaty with Canada, for the scheme of improvement.



BIG BUSINESS NOTHING; YOU'RE JUST A SHOAT.

—Thomas in the *Detroit News*.



THE CALL OF THE SEA.

—Brown in the Chicago *Daily News*.

Lake cities, as might be expected, hail the St. Lawrence project; let us see what other cities wish it to be consummated, and why. "There is room in North America for more than one seaport, and the people of the Middle West insist that New York's stranglehold be broken," declares the Omaha *Bee*. As to the cost, "if there were no prospect of reimbursement, the canal would be a sound business investment," in the opinion of the Kansas City *Journal*; "the proposed seaway would bring the Atlantic Ocean within a hundred miles of the center of population of the United States, thus all but literally making Kansas City a seaport." "There is not a single conclusive argument against this project, while there is every possible argument in its favor," maintains *The Journal*. The Indianapolis *Star* believes the successful completion of the waterway "would mean hundreds of millions of dollars each year to the farmers and business men of the interior States." Julius Barnes, former Grain Administrator, declares that it would be profitable for the Lake steamers to go down to Montreal for an addition of half a cent per bushel of wheat, compared with the Duluth-Buffalo rate of two cents per bushel. More than four times as much grain moved through the St. Lawrence canals last year as through the New York Barge Canal, we are told by the Newark *News*.

The St. Lawrence waterway "will convert the Great Lakes into an arm of the Atlantic with possibilities as great as those of the Mediterranean, and make available more water-power than we have at Niagara," observes the St. Louis *Globe-Democrat*. Also, notes this paper,

(*Continued on page 69*)

TOPICS IN BRIEF

It seems that, potentially, almost every Gael is a tornado.—*Virginian-Pilot.*

Ireland's problem is to get fusion out of confusion.—*Norfolk Virginian-Pilot.*

To taxpayers, the new checks on armament are equivalent to cash.—*Virginian-Pilot.*

The prohibition agents are trying to make the nation unsafe for hipocracy.—*Asheville Times.*

It's about time for birds to start watching to see who buys garden seed.—*St. Joseph Gazette.*

If the movie colony keeps on, the wild West will get its old reputation back.—*Washington Herald.*

What has become of the old-fashioned war that did the victor some good?—*New York Evening Telegram.*

Uncle Sam's presence at the Genoa Conference might embarass some of his creditors.—*Detroit Journal.*

We're not surprized that a daughter of the house of McCormick should have a binding attachment.—*Weston Leader.*

St. Louis will spend $12,000,000 for water-works. Who says prohibition isn't a success?—*Arkansas Gazette.*

Nearly every man is a firm believer in heredity until his son makes a fool of himself.—*Maryville Democrat Forum.*

Accident insurance companies want to know if it happened going down or up the cellar steps.—*Wall Street Journal.*

Just now an important kind of 100 per cent. Americanism consists in meeting business 100 per cent. of the way.—*Boston Herald.*

What a glorious thing it would be for the Democratic party if it had profited by its mistakes as its mistakes have profited by it.—*Columbia Record.*

It was probably a typographical error which made Mr. Haynes use the singular when he said that "there is no stopping American spirit."—*Marion Star.*

One way to limit the influence of wicked movies would be to provide a matron to keep the children while parents see the picture.—*Fremont Tribune.*

There are still a lot of liberty-loving Irishmen who are determined that no tyrannical government shall take their war away from them.—*American Lumberman.*

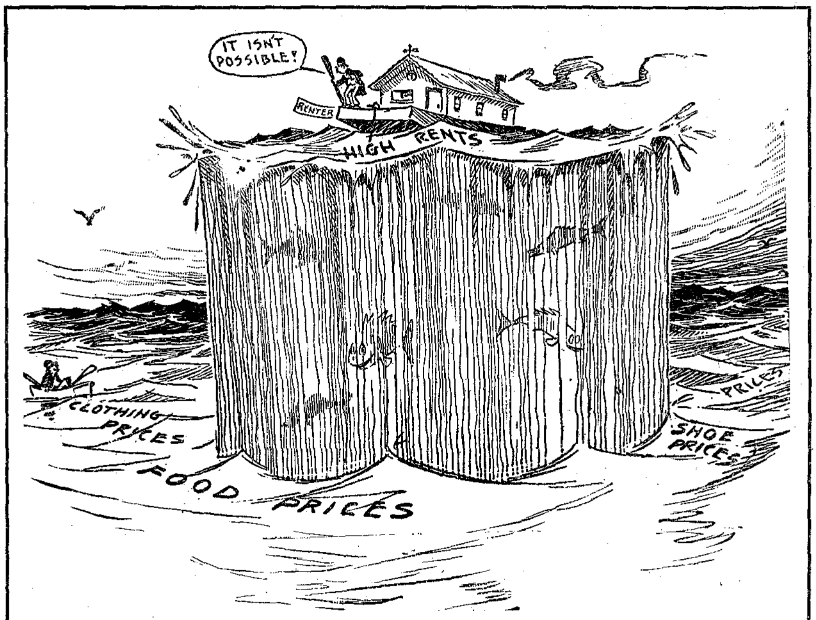
One writer points out that America now has most of the gold and most of the humor in the world. That is fortunate. There should always be the one to counteract the other.—*Kansas City Star.*

Looks as tho the government airships, too, would be safer in a junk-pile.—*Weston Leader.*

Mr. Darwin, if alive, might concede, at that, that his theory of evolution could not explain William J. Bryan.—*Columbia Record.*

Elder Hays may find those Hollywood females a harder problem than he found the mails.—*Columbia Record.*

Foreign diplomats who can not get the ear of the Senate need not despair. America is in the same fix.—*Columbia Missourian.*



EBB TIDE—THE PART THAT DID NOT EBB.

—Brown in the Chicago *Daily News.*

Where there's a still there's a way.—*Columbia Record.*

The situation in Porto Rico appears to be persistently Reily.—*Detroit Free Press.*

A little four-power tact would help some, also.—*New York Evening Telegram.*

Many people long for more money, but look at Europe!—*Pittsburgh Gazette-Times.*

The miners apparently think that their goal is within striking distance.—*Virginian-Pilot.*

Under the circumstances, the least she can do is to change her name to Follywood.—*Marion Star.*

Bryan's threatened reentrance into politics suggests that normalcy is drawing near.—*Asheville Times.*

Prohibition is a heavy load, but the country is still able to stagger along under it.—*Washington Post.*

"Germany Faces Ruin." But then we must remember that Germany has two faces.—*St. Paul Pioneer Press.*

Sir Oliver Lodge says that spirits return; but nobody ever robbed his cellar.—*American Lumberman (Chicago).*

If the composer of "My Old Kentucky Home" were alive to-day he probably would be renting.—*Detroit News.*

The average American's understanding of Scotch to-day is limited to hooch, mon.—*Philadelphia North American.*

Desire for nationalization of mines should not blind Socialists to the need for nationalization of minds.—*Virginian-Pilot.*

Mrs. Asquith says American women are inferior to the American men. Don't kid us, Margot.—*Kansas City Star.*

One of the concrete results of the Washington Conference is the cementing of the Anglo-American friendship.—*Asheville Times.*

"What to Eat in Cold Weather."—*Lit. Dige.* headline. How to eat in any kind of weather is a question assuming larger importance.—*Weston Leader.*

Philip Scheidemann blames the war on the Kaiser and Germany. I knew somebody'd find 'em out before long.—*New York Morning Telegraph.*

If the soldier gets a bonus, we don't know how long he'll have it, but let us hope it will be as long as it has taken him to get it.—*American Lumberman.*

An officer charges that the United States Army is suffering from "Prussianism." That's nothing as compared with what Prussianism is suffering from the United States Army.—*Portsmouth Sun and Times.*

Perhaps Landis got wise to the idea that he couldn't earn his big baseball salary and loiter on the bench.—*Weston Leader.*

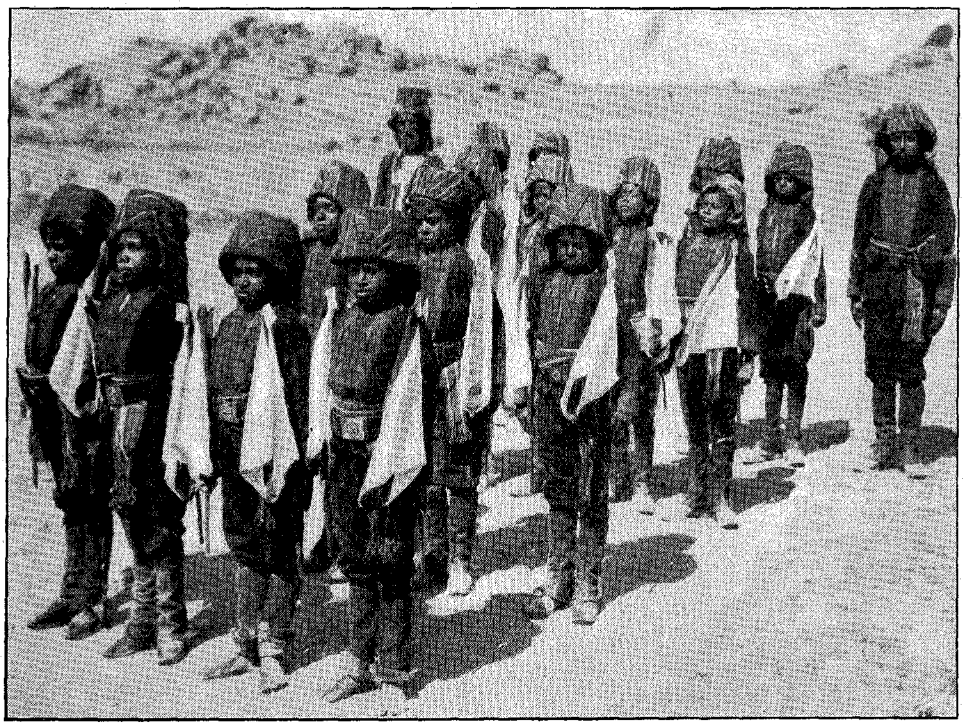
England might get even with us for introducing chewing-gum over there by introducing the monocle over here.—*American Lumberman.*

We should make allowances, however, for the fact that Colonel George Harvey was suddenly removed from a dry atmosphere into a wet one. — *Columbia Record.*

FOREIGN - COMMENT

BRITAIN'S GREAT INDIAN "EXPERIMENT"

AS IRELAND, so goes Egypt, and as Egypt, so India will advance to autonomy, first partial, and finally complete, say some non-British editors of prophetic soul, but the English press can foresee no such cinema-like swiftness in the course of coming events. At all costs British power must be maintained in India, as the "essential guaranty of peace and progress," declares the Liberal Manchester *Guardian*, which admits nevertheless that within such peace and progress must proceed "the evolution of a new order under which the complex of Indian nationalities shall achieve both union and individual self-expression." According to this famous daily the government of India is the greatest administrative problem in the world, and the method of government now in operation there is the boldest and most interesting experiment ever carried out by a dominant power, "just as the British Empire is the greatest and most interesting experiment in federation." Such things test the political instinct and genius of a people, *The Guardian* adds, and ventures to say that "there is no other people in the world to-day which could have constructed either of these two great edifices in the art of human government or cooperation, because there is no other which has had the necessary experience." As to the question of Mr. Gandhi, it is "secondary," in the view of this newspaper, which continues:



International Photo.

BOY SCOUTS OF HYDERABAD.

These youngsters, who welcomed the Prince of Wales in their uniforms of French origin, are part of the Mysera Infantry, a survival of the force raised by Monsieur Raymond, a Frenchman, in 1798.

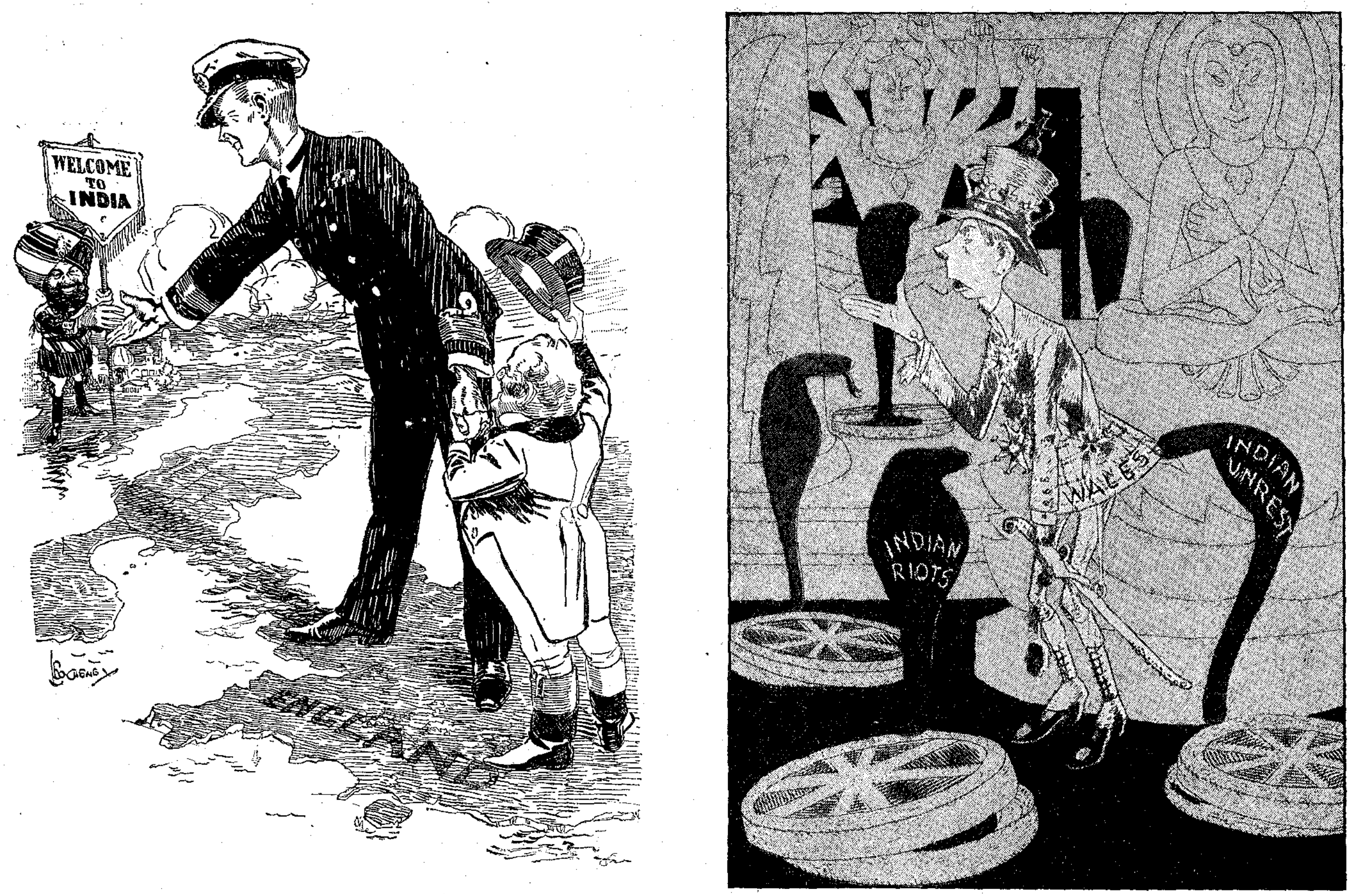
> "Indian 'unrest'—the condition of smoldering, or active, discontent known to every Government which has fallen out of accord with those it governs—did not begin with Mr. Gandhi, and it will not end with him. It is, as Mr. Lloyd George pointed out, a ferment which has long been at work and which has worked at the present time with special energy for reasons sufficiently obvious. It was completely subdued during the war; it is a characteristic post-war product, bred by disappointed hopes, by resentment at one part—that regarding the Ottoman Empire—of the settlement, or attempted settlement, and by the economic distress from which India no more than other parts of the world is exempt. No doubt it has found in Mr. Gandhi a powerful, if to us somewhat singular exponent, for in Mr. Gandhi political discontent takes on a religious expression, and Mr. Gandhi, ascetic and devotee, is hailed as a prophet and holy man who only in virtue of his personal sanctity is entitled to become a political leader. Obviously to punish such a man is to increase his power. It may have to be done, because there are forms of 'civil disobedience' which his movement threatens, such as the refusal to pay taxes and mutiny in the army, which no Government can tolerate, least of all a largely autocratic Government like that of India. But none the less it is a thing to be avoided, and the Government of India has probably exercised a wise discretion in so far avoiding it."

That the whole problem of Indian government is enormously difficult is frankly avowed by *The Guardian*, which says further that it is more difficult than ever before, because—

> "We are now engaged in carrying a long step farther the doctrine which is at the base of our Indian polity, however imperfectly it may have been applied; that India is for the Indians, and that the only ultimate justification of our presence in India at all is that the peoples of India shall derive benefit from it. That principle of government received a new and far-reaching application when Parliament formally declared three years ago that the aim of British policy in India was the responsible self-government of India within the Empire. Not for nothing can such words as these be spoken and so tremendous a principle be asserted. The great extension of power and responsibility for elected representatives of the Indian peoples, recommended by the Montagu-Chelmsford Report, and since sanctioned by Parliament, was the first-fruit of this decision. That great experiment is now at work, and it is at work under extreme difficulties. Not only is it, as Mr. Lloyd George pointed out, a case of putting new wine into old bottles, with a consequent tendency of the bottles to burst, but the time chosen for the operation is one when the minds of masses of men in India are deeply disturbed. The reforms adopted may be inadequate. That remains to be seen. Or they may be wrongly conceived. That also can only be decided by the event."

The fact remains that the reforms must be tried out, and this newspaper avers that "it is not the part of patriotism or of good sense to add to the difficulties of the task by criticism which, tho it refrains from challenging the principle of the reforms, yet does in effect go directly contrary to it." We read then:

> "The time has gone by for the appeal for 'firmness' as the only remedy and for the instant and unlimited application of force. Force is, of course, and always must be, necessary for the main-



BRIDGING THE GULF.
-The Passing Show (London).

THE BRITISH SNAKE-CHARMER.
—Kladderadatsch (Berlin).

CONTRASTING BRITISH AND GERMAN VIEWS OF THE PRINCE OF WALES'S INDIAN TOUR.

tenance of order, but it should be the last, not the first, resort. Nor is it either true or wise to pretend that the career of an Indian civil servant is no longer one which the governing Englishman can reconcile with his self-respect. It is, undoubtedly, under existing conditions, a more difficult career."

Meanwhile Indian press dispatches to London report a big financial deficit in India during the past four years, and inform us that the India Finance Minister exprest regret to the Indian Legislative Assembly over the great financial difficulty of the country, due to extraordinary trade depression. As summarized this official's statement explains the situation as follows:

"The necessity of heavy wheat importations, labor troubles and the curtailed outlet for exports to Russia and Central Europe, all combined to bring about the unfortunate result of a trade balance against India for ten months amounting to 33 crores. [A crore is equivalent to 10,000,000 rupees, or normally $3,240,000.]

"During the past four years the expenditures exceeded the revenues by 90 crores. It was impossible to continue in this way and the only practicable remedy was to increase taxation. The additional taxation proposed, it was estimated, would yield 29 crores, and included raising the general ad valorem duty from 11 to 15 per cent., and the cotton excise duty is correspondingly increased from 3½ to 7½ per cent.; an increase in the duty on sugar from 15 to 25 per cent., the imposition of a 5 per per cent. duty on imported yarn, and increase in the duty on machinery, iron and steel railway material from 2½ to 10 per cent., a 20 per cent. increase in the duty on alcoholic liquor and an increase in the duty on imported petroleum from 1½ to 2½ annas per gallon."

In the judgment of the London *Saturday Review* there has been "far too much protection for the disloyal, and far too little for the loyal in India." It is this as much as anything that has "told adversely on the once splendid services by which Britain maintained her just and even hand of rule," according to this conservative weekly, which does not wonder that "there is much discontent among British officials and officers, as they never know the moment when they may not be repudiated by the Government." We read then:

"The British public were told that the gift of legislative institutions to the peoples of British India would satisfy the legitimate aspirations of the intellectuals and at the same time raise the conditions of the rest of the population by making them dissatisfied with what Mr. Montagu called their 'pathetic contentment.' The Legislatures were to assist the Government, and gradually learn the art of governing for themselves. The Government of India Act, 1919, came into operation about a year ago; the object of it was to prevent discontent, and sedition was to be turned into the pursuit of constitutional methods. This object, however, has not been attained. On the contrary, most of the so-called Moderates have shown themselves without backbone in presence of the intimidation and terrorism exercised by Gandhism. Several of the provincial Governments, under pressure from the Councils, have evinced the most extraordinary vacillation—one day they were determined on a firm policy in dealing with the seditious, and on the next they were of an opposite mind."

The Saturday Review goes on to say that after the suppression in 1919 of the disorders that had been caused by Gandhi's passive resistance movement, he began the Non-Cooperation campaign, "which was the same thing under another name," and moreover, Gandhi strengthened his position, we are told, by joining forces with the Moslem Khilifat party under the brothers Ali, and thus "Mohammedan and Hindu were united—a strange, unnatural, but portentous combination." Therefore the question arises—

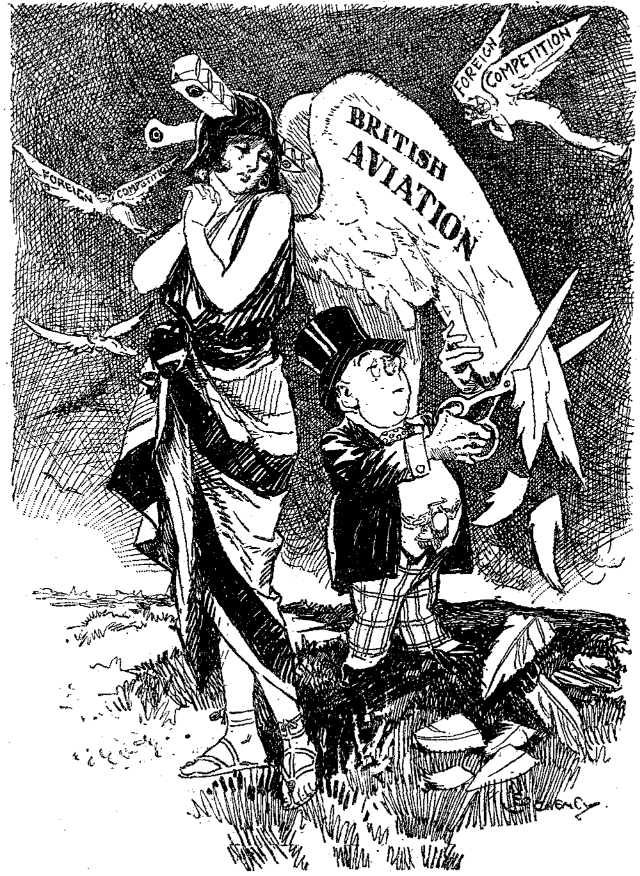
"Can India be saved to the Empire? From the suppression of the Mutiny up to only two or three years ago such a question would have been regarded as absolutely preposterous, and would have been treated with the scorn and ridicule which it then merited. But this is not the case to-day. For the question is being posed with the utmost seriousness by people who understand the facts and the tragic possibilities of the situation."

GERMAN AIR ACTIVITIES

IN TWO FIELDS there is great activity among German aviation interests, and the first, according to English newspapers, is in the formation of societies, unions, and trusts for favoring aviation in all its branches, while the second is "propaganda." The Berlin correspondent of the London *Times* says that propaganda is being so efficiently worked it would seem to be adding to German effort to write anything at all about aviation in the country. One feature of it that he mentions is a widely distributed film entitled "The German Air Industry in Danger," which is being shown for the purpose of creating an atmosphere favorable to the revival of Germany's building. Added impetus is given to German ambition in the air, we read, because of the announcement that the Inter-Allied Air Commission would cease to exist on May 5th in accordance with the decision of the Ambassadors' Council. Nevertheless it is pointed out that the Allies contemplate certain restrictions on German building to prevent the manufacture of machines and material that could be used for war, and it is expected that they will limit engine-power, speed, altitude, and passenger-carrying capacity. We read then:

> "German firms equipped for the manufacture of air material are asking that these regulations may be made known at the earliest possible date, so that they may equip themselves for a resumption of output without delay. There is a very strong suspicion here, openly spoken and written, that certain interested firms in Entente countries had worked upon the authorities to prolong the prohibition with the view of exhausting the funds of German firms and getting a start themselves.
>
> "It is well known that, tho the London ultimatum decision has kept Germany out of the market for an extra period, the Germans have not been idle. The factories have been kept in a state of efficiency at great expense, and, tho some of the workmen have had to be dismissed, the principal skilled hands have been kept on. With the 149 rebuilt machines which Germany was allowed to keep, expensive air services have been maintained to an extent hardly realized in England. The report of the Lloyd Luftdienst of Bremen, which I have obtained, shows that from April to October last year the airpost service was used by 3,000 passengers, the Deutsche Luftreederei having carried between April and August 964 passengers. Postal airplanes during the summer traversed the total distance of 1½ million kilometres (nearly one million miles)."

This Berlin informant goes on to say that this year will probably see a great development in air communications both within the German borders and beyond them. The service to Kovno and Riga via Danzig and Koenigsberg, which opened last summer, was only the beginning of an extensive plan, and it is said that this spring the air service between Berlin and Moscow is to follow a connection made at Koenigsberg. A company has been formed, named the "German-Russian Air Traffic Company," in which the Russian Government and the German Aero Union are interested, to be engaged "first in the German and Russian Courier, but in due course as a postal and passenger service."



BRITISH IRONY OVER AIR ECONOMIES.

MR. SHORTSIGHT, M. P.: "Believe me, madam, you'll get along much better with your wings trimmed!"

—*The Passing Show* (London).

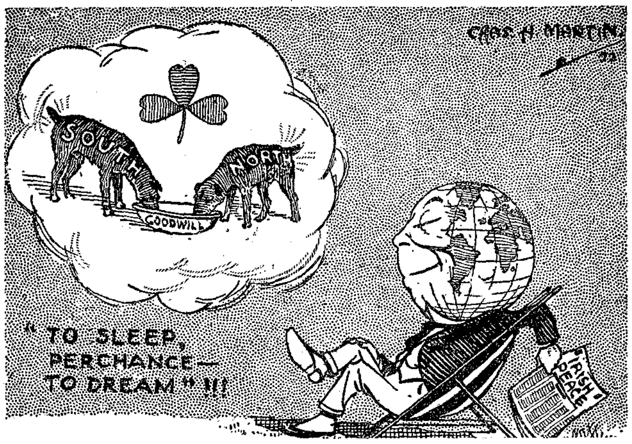
HUNGARY'S NOVEL LAND TAX

HUNGARY'S FARTHEST ADVANCE in the way of reconstruction is her novel land tax, say Budapest newspapers, which confess that up to the present contending political forces have carried on a most destructive policy, and that the chaotic economic condition of the country is largely due to their blighting influence. Of course Hungary has had something of a time as the result of the war, they go on to say, recalling her two revolutions, the invasion of the Roumanians, the three months of Bolshevik rule, followed by two years of "white terrorism," two Royalist wild-goose chases, and a few other misfortunes. Then they speak of the loss of two-thirds of Hungary's territory as the result of the war, so that all in all conditions in "kingless yet royalistic Hungary are such as have baffled both the best economists and the rapidly changing governments of the country." The state revenues were insufficient to meet the interest on the national debt, and the continuous increase of inflated paper currency made it the more difficult for the government to manage public finance.

A solution of the money problem, says the Budapest *Pesti Naplo*, was found in the hundreds of large estates making immense profits on agricultural products. This land is Hungary's only asset of productive value, we are told, and yet only about half of it is in the hands of the real producer, the peasantry. So the government decided to put a tax on holdings of one thousand acres, this newspaper informs us, and the novelty of the measure is that the tax is payable in parcels of the land. The land thus expropriated is sold by the government to the peasantry, and so a more equable distribution is provided of the most valuable resource of the nation. Budapest press reports of the debate in the Hungarian Assembly show that the landed aristocracy and ecclesiastical holders own almost half the land of the state, while about 7,000,000 peasants own the other half. In order to increase production and at the same time to satisfy the peasantry, the government devised the land tax as the best means of raising capital. Naturally, says the *Pesti Naplo*, the large landowners were not rejoiced by this land reform, but as the majority in the parliament consists of small landowners the bill was passed without difficulty. We read further that the technicalities of the law presented very complex problems, but that in every county a committee of farmers, officials, and large landowners was appointed to straighten out the tangle, and it appears that their efforts will be generally satisfactory.

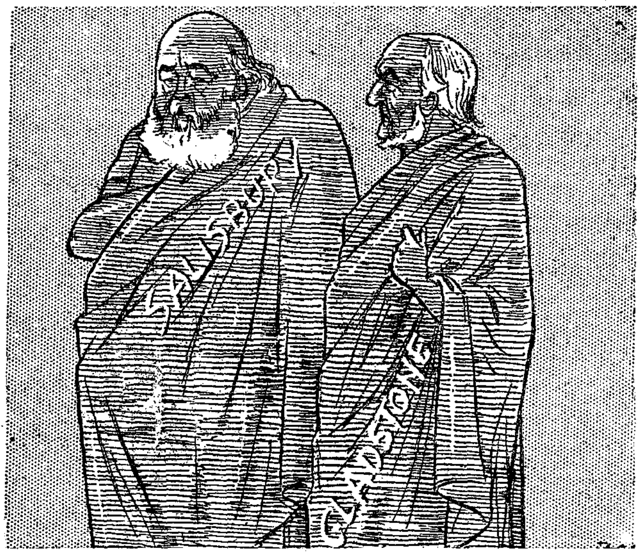
ULSTER'S BOUNDARY CONTENTIONS

ONE WEAK POINT in the British Government's position with respect to Ulster is that the Boundary Commission to be set up according to the Irish Free State Agreement may conceivably "affect Ulster's frontiers prejudicially." This admission was made by Secretary for the Colonies Churchill in moving the second reading of the bill, we are assured by the Belfast *Northern Whig*, which says the Secretary's supposition that Ulster "might have a ground of complaint" on this point is putting a desperate case mildly. In truth, according to this very important Ulster newspaper, Mr. Churchill and Mr. Lloyd George are trying their best to "prove that the border question is only a small affair after all." Mr. Churchill "completely ignored ominous facts which are within the knowledge of every one in Ireland, tho the public of Great Britain may not be equally familiar with them," and we read:



THE UNIVERSAL WISH.

—*Irish Weekly Independent* (London).



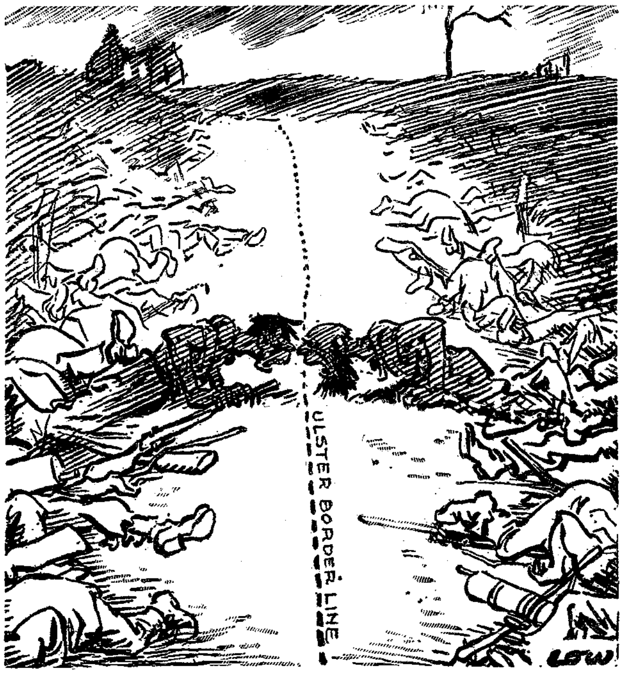
SHADOWS OF THE PAST.

THE SHADE OF MR. GLADSTONE: "Ah, Salisbury, if twenty-seven years ago the House of Lords had treated my Home Rule Bill differently, it might have saved an infinity of trouble. Your triumph was a tragedy." —*Westminster Gazette* (London).

"'All this trouble,' said Mr. Churchill, 'turns around the boundaries of Tyrone and Fermanagh practically.' There is much virtue in 'practically.' A more misleading way of stating the case could scarcely be imagined. In the first place, it is not—so far as Mr. Collins, his friends, and his opponents of the extreme Republican section are concerned—a case of the 'boundaries' of Tyrone and Fermanagh. It is a case of claiming the whole of the two counties on the strength of a small numerical Roman Catholic majority—ignoring the enormous disproportion in tax-paying capacity. Secondly, Mr. Collins also claims large areas in Armagh, Londonderry and Down. The famous maps which he produced on the occasion of his last interview with Sir James Craig made that quite clear. Mr. Churchill made no direct allusion to these claims. Like Mesopotamia, 'Practically' is a blessed word!"

When Mr. Churchill says, we are further advised, that all at stake is the "right of option of certain Catholic districts in Fermanagh and Tyrone, and certain Protestant districts in Donegal, Cavan, and Monaghan," he is saying what is "demonstrably untrue." This untruth, *The Northern Whig* affirms, is "proved not only by Mr. Collins's wholesale annexation proposals" but also by the clause in the treaty which is "the cause of all the mystery." The full text of this clause is quoted by this newspaper as follows:

"Provided that if such an address is so presented a commission consisting of three persons, one to be appointed by the Government of the Irish Free State, one to be appointed by the Government of Northern Ireland, and one, who shall be chairman, to be appointed by the British Government, shall determine in accordance with the wishes of the inhabitants, so far as may be compatible with economic and geographical conditions, the boundaries between Northern Ireland and the rest of Ireland, and for the purposes of the Government of Ireland Act, 1920, and of this instrument, the boundary of Northern Ireland shall be such as may be determined by such commission."



THE LAST WORD.

LAST ULSTERMAN (to last Sinn Feiner): "I won't have it!" (They both expire.)

—*The Star* (London).

There is not a word here about Tyrone and Fermanagh, according to *The Northern Whig*, and there is nothing in the clause "to prevent a commission, only too likely to be packed against Ulster, from roving all over the province, searching out Sinn Fein majorities, and separating them from the Six County area." Is this chimerical? it asks, and replies:

"Well, Mr. Collins does not think so. So far is he from thinking so that he has the whole scheme cut and dried, with maps printed to illustrate the ruin of Ulster and the assured triumph of Sinn Fein. Yet Mr. Churchill declares that discussion of the boundary question is 'premature.' The Cabinet of which Mr. Churchill was a member used, prior to 1914, to deprecate discussion of the German menace as 'premature.' Then, as now, people who warned Ministers that things were what they were, and that the consequences would be what they would be, were scoffed at as alarmists and men of little faith. It was not the official optimist, with his cry of 'Premature, premature; go to sleep and don't worry,' who was justified then. Nor will it be in the present instance. Mr. Churchill himself, whose position as a Coalition Minister is made more difficult than that of most of his colleagues by the possession of considerable intellectual power, is himself apparently not entirely satisfied with the all-sufficingness of the official formulæ which he has to repeat. He admits that 'no one can predict what the Commission will decide,' and discusses the possibility of such a cutting up of Ulster as Mr. Collins desires. That, he considers, would be a 'fatal and permanent obstacle to the unity and cooperation of Irishmen,' and apparently thinks this is a sufficient reason for refusing to regard it as likely to come about. A strange argument, when one remembers that the Sinn Fein movement has no kind of relation to what is wise and rational. It is before everything a hate movement, and what is so perverse, so insane as hate?"

Meanwhile this newspaper prints an appeal made by the Ulster Unionist party to the British Unionist party for help in safeguarding the Ulster boundaries under the Irish Free State Bill, and in their plea we read the following:

International Photo.

THE LADY OF SOVIET RUSSIA'S HOUSE.

Mrs. Nicolai Lenine, wife of the Russian Soviet leader, and his devoted co-worker, appears in her first public photograph.

"We ask your support for an amendment which we have placed upon the paper, with the object of securing that no change can be made in the boundaries of Northern Ireland, as defined by the Act of 1920, without the consent of the Government of Northern Ireland.

"No doubt this and other amendments will be resisted by the Government on the ground that the treaty is an agreement, and that agreements must be observed. We believe this to be a sound principle of action, and we only ask that it be applied with due regard to the facts which we now place before you.

"It is unnecessary to go back further than the introduction of the Government of Ireland Bill into the House of Commons. The Bill, as introduced, defined Northern Ireland as consisting of the counties of Antrim, Down, Londonderry, Armagh, Tyrone, and Fermanagh.

"After the introduction of the Bill Lord Carson was asked by the Prime Minister to get it accepted by his supporters in Northern Ireland as a final settlement. Lord Carson did as he was asked, and put the matter before the Ulster Unionist Council, a body composed of delegates from every constituency in Ulster, and competent to act on behalf of Unionist voters.

"The Northern Unionists agreed to accept the Bill, and to carry out its provisions. It is known to all the world that they have loyally carried out what they believed to be their agreement. We maintain that the facts stated above constitute an agreement not less binding than any agreement in writing.

"Our amendment is directed to securing that his prior agreement with Ulster shall be kept, and that his subsequent agreement with the Sinn Feiners shall be brought into harmony with it. In conclusion, we ask for your support for the amendments mentioned on the grounds:

"1. That the boundaries of Ulster were definitely settled by the Act of 1920.

"2. That the Act of 1920 is a solemn charter and treaty with Ulster, which can not be altered without her consent.

"3. Ulster was not a party to the treaty.

"4. Mr. Lloyd George has, on at least two occasions, set his hand to documents proclaiming to the world that no abrogation of our rights could take place without our consent.

(Signed) "C. C. CRAIG, Chairman,
"D. D. REID, Secretary."

ROUMANIAN VIEW OF RUSSIA

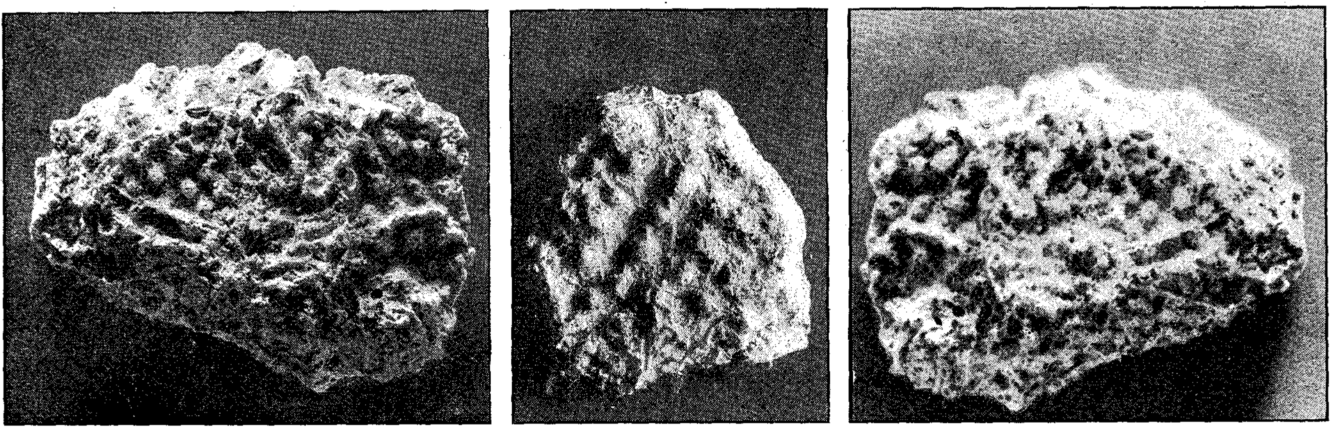
SOVIET RUSSIA'S INVITATION to participate in the Genoa Conference in the name of the Russian people has gone to the head of the Soviet press, according to some Roumanian observers, who say the Moscow newspapers are working this invitation for all its worth to make themselves solid with the many Russians at home, who do not consider Messrs. Lenine and Company "saviors of the nation." But we must not forget, remarks the Bucharest *Independence Roumaine* that altho the great Powers have been hitherto opposed to Soviet Russia, they have always been friendly to the Russian people, just as the hundreds of thousands of refugee Russians in various parts of Europe are ardent patriots, tho implacable antagonists of Sovietism. Undoubtedly order within Russia depends upon the Russian people, according to this daily, and if they seem resigned to Bolshevism to-day it is not because they have been converted to Bolshevik ideas. But the fact remains, this Bucharest journal is bound to admit, that the Soviet Government is going to treat with the great Powers as the "representative of the Russian people." One of the biggest factors in the new situation, we are told, is indicated in the remark of the Bolshevik foreign agent Radek, that "the peace of Europe demands an agreement between France and Russia, and the cessation of French isolation." On this point this newspaper observes:

"Sundry Paris dailies consider Mr. Radek's view with satisfaction, altho at the same time they take occasion to look backward and recall the shade of General Wrangel. By so doing they fall into the error of the Soviet press, which intentionally confuses Russia with the present Russian régime. If this is part of the game of Moscow propaganda, certainly it is far from serviceable to France to create confusion between the epoch when the Soviets were struggling for bare existence and the status to-day, when the people are perforce resigned to their control."

This Roumanian newspaper tells us further that a certain Paris financial organ, echoes Moscow rumors about a Wrangel organization in the Balkans, in which Roumania itself is included. The Paris daily reports that secret agents of Wrangel are at work principally in the frontier region, and in Bessarabia are trying to excite conflict between Russia and Roumania. This kind of balderdash and all other gossip about Russian secret agents in Roumania is said by *L'Independence Roumaine* to be "absolutely false and based on new Bolshevik propaganda," and it adds:

"Our country has never tolerated and will never permit that any foreign political or military organization engage in operations on our soil. The Russian refugees abiding in Roumania, even as those sojourning elsewhere, are under strict surveillance, and are not engaging in any political agitation. We have extended hospitality to these refugees of all classes on the rigid condition that they indulge in no political activity, and our action was prompted by motives of humanity and to a certain degree by polite insistence by the Allied Powers. Yet it is true that there are Russian secret agents among us, and the great majority of them are Bolsheviks."

SCIENCE - AND - INVENTION



Illustrations by courtesy of "American Forestry Magazine," Washington, D. C.

THREE FOOTPRINTS THAT LANDED THREE INCENDIARIES IN JAIL.

In one the hobnails suggested questioning a cobbler, who remembered putting the nails in a man's shoes, who was arrested and convicted. Another tried to deceive the detectives by wearing his shoes heel foremost, but the depressions quickly solved the mystery and they got their man.

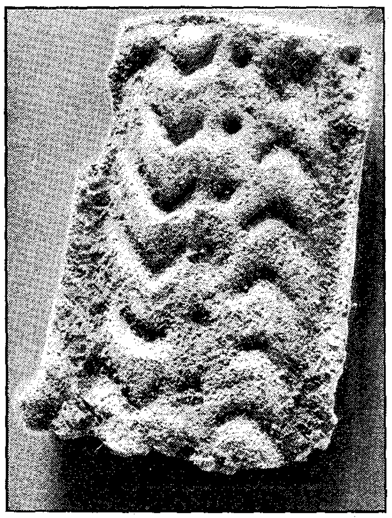
TRACKING FOREST FIREBUGS

UNCLE SAM'S FORESTERS now go sleuthing in the summer to catch the people who set the woods on fire—generally through carelessness, tho sometimes maliciously or for revenge. G. H. Dacy, writing in *American Forestry* (Washington), tells us that forest-fires of incendiary origin have greatly decreased in the National Forests of California since the establishment of arson squads and detective service among the forest rangers. Previous to this Sherlock Holmes service, 150 to 300 man-started fires broke out each season. Last year, the number was reduced to 28, and it may become negligible. We read:

"In many instances the neglect and carelessness of hunters, fishermen and campers are responsible for the outbreak of forest-fires of human origin. Despite that the national woodlands are liberally posted with signs, innumerable cases of woodland blazes have emanated from sheer negligence. It is not that Uncle Sam finds pleasure in running to earth and punishing such offenders, his emissaries simply function along those lines in order to impress upon all forest users the basic importance of exercising every effort to prevent fire.

"The forest rangers who compose the arson squads have been trained in modern methods of sleuthing, and they employ all the arts and artifices of the metropolitan plain-clothes men in assembling and interpreting evidence and in gathering data which will lead to the identification and location of the transgressors. In these detective activities they make use of water-glass casts as well as impressions made by the use of dental plaster, plaster of Paris and ordinary cement in making models of the foot-tracks of both men and beasts. They carefully collect and preserve all articles found around the abandoned camp-fire or point where the forest-fire started, which subsequently may be examined for finger-prints. They search for unburned matches, the charred remains of man-started fires, and other mediums used in kindling the flame.

"One party of tourists who started a disastrous forest-fire through carelessness with a camp-fire were tracked, caught and punished by means of a laundry mark on a handkerchief found near the outbreak of the fire. Scraps from discarded envelopes and letters have led to other convictions. Frequently, peculiarities of horse-hoof conformation or unusual method of shoeing as well as extraordinary human foot-tracks or automobile tracks have aided the forest guardians in capturing offenders.



TRACED BY A TIRE-TRACK.

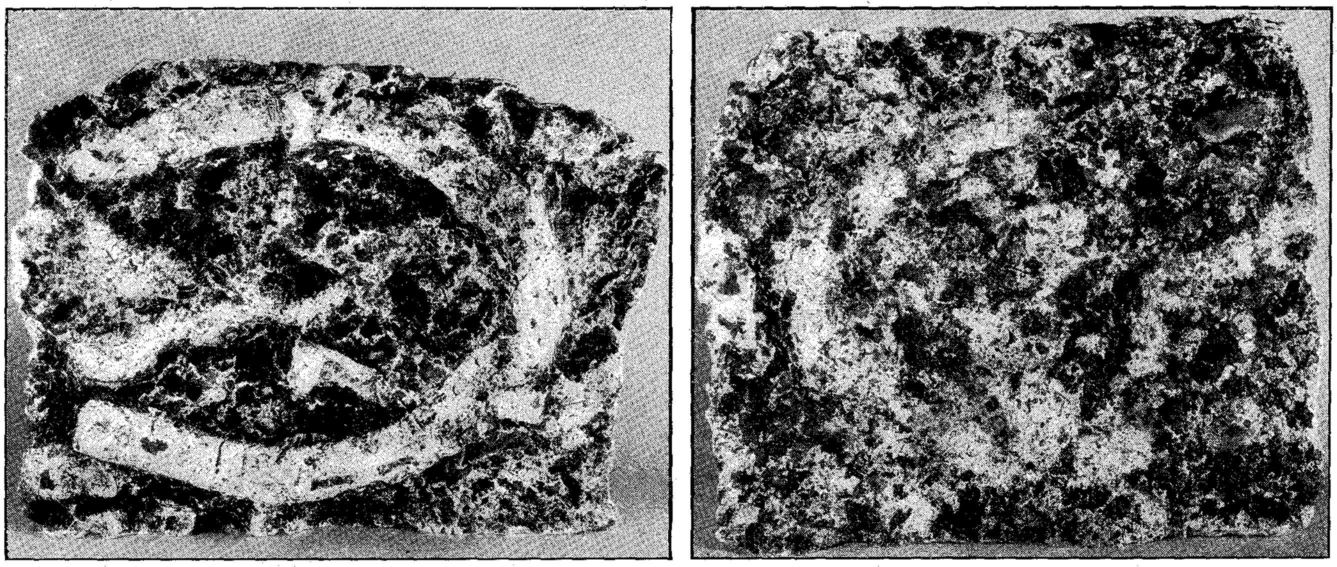
The forest sleuths have become so expert that they can tell the direction the car was going, the approximate speed, and the type of car by examining the tracks.

"Three years ago in one of the California forests, 15 incendiary fires broke out the same day at different parts of the timberlands. The forest lookouts reported that no human beings had been in the vicinity. After painstaking search a glass lens was found so mounted in a wire frame that terminated in a long arm that it could be stuck in the ground in direct line with a pile of matches and dry woodland débris. When the sun reached a certain point its rays would be concentrated on the matches. This novel method of starting a forest-fire enabled the instigator to establish a complete alibi.

"Human footprints in numerous cases have led to the identification of malicious-minded incendiaries who wilfully tried to destroy valuable government woodlands. A worn heel, a stubtoed shoe, and foot deformity as indicated in the tracks, special styles of rubber heels or hobnails, impressions of bare feet in the dust or mud, and unusual types of footwear have on one occasion or another enabled the forest detectives to run down cases of forest incendiarism. Similarly, unusual foot-tracks of horses, mules or burros ridden by fire-starters have often aided in the trailing and detection of miscreants."

Where there is a foot-mark in the dust or mud close to a forest-fire, the forest policemen make an impression by flowing a wet mixture of cement or plaster over the track and allowing it to harden. The impression can be removed and used as court evidence. Says Mr. Dacy:

"The age of a track is shown by the sharpness of impression, by moisture and color, whether leaves or dirt lumps have fallen into it and by the condition of broken twigs. A trail made at night is indicated by the way it bumps into or makes detours around obstacles. Whether a horse was ridden or led may be shown by whether or not the trail passes under or around low-hanging limbs. Speed may be indicated by the degree of slide at the heel of the footprint, depth of the heel-edge and toe-edge, length of the drag at the toe and the distance between the



HORSESHOE-PRINTS THAT LED TO THE ARREST OF FOREST FIRE-BUGS.

tracks. If the man is carrying a burden, his feet are wider apart, his steps are shorter and more unsteady. In case of a lame leg, injured knee, or hip twist, the step is shorter.

"Where the trail leads through dry pine needles, the trailers often have to get down on their hands and knees in order to distinguish breakages and minute differences in color which are not apparent from an erect position. Tracks in dry grass also are very hard to follow. Usually unless the wind is blowing, grass will hold all impressions made over it until the appearance of night dew, fog or rain. Through brush a trail can be followed by broken or skinned twigs. When a trail is lost, circles ahead in the probable direction of the passage often will favor its re-location.

"The art of forest sleuthing has been developed to a stage of perfection and accuracy where the government representatives can now predict the travel direction of automobiles by merely examining the tire tracks.

"On earth roads, the pattern imprint of non-skid tires is steeper and more distinct on the rear side of each indentation, while stones are shoved ahead by the wheels, the paths of these stones usually being intact close behind where they stop, while dust is piled up by their shove on the forward sides.

"The imprint of partly imbedded stones slightly displaced by the wheels also furnish evidence of machine direction, the displacement being backward in very small stones, and forward in those large enough to receive both lateral and downward pressure. A sprinkling of sand or dust usually is deposited on the rear side of stones or other obstructions passed over by the wheels, while the forward side is usually swept clean. In dropping into chuck-holes, the impact, or wider tire imprint, is greater on the forward side of the hole or against the obstruction. In dropping into ruts, a wheel will run on the high side to a feather edge, while in climbing out, it will remain in the rut until side pressure forces it to climb out abruptly.

"Other landmarks of automobile direction are: the direction in which water-drops or mud are carried out of a mud-hole; traction slips, which occur in going up steep grades; the turn-on curve, which usually is more abrupt on leaving than on entering the curve; and the 'Y,' where a machine backs out of a roadside stop.

"Excessive speed generally is evidenced by the wind-swirl disturbances of the track, the distance of the side-throw of mud, sand or water, side-lurch on rough roads and the distance of the wheel-jump in passing over obstructions. The size of the car is indicated approximately by the width of the tire tread.

"Under conditions where it is not feasible to dig out the footprint itself or to make a cast of it, the usual plan pursued is to photograph the track. The photograph can be enlarged to the exact size of the original footprint. In cases where a camera is not available, the watchmen of the forest draw accurate diagrams of the tracks on paper and henceforward use them as identification indexes.

"Finger-print records are made permanent by sprinkling some powder of contrasting color, such as aluminum or bronze, over the prints. Subsequently, these finger-prints which are smudged easily by friction, may be set by spraying lightly with a solution of one part of white shellac and four parts of wood alcohol."

DOES GERMANY CONTROL CHEMISTRY?

IS A MORTGAGE on the whole science of chemistry held by Germany? Is it legitimate that advances in that science should be made by chemists in other countries without subjecting themselves to the charge that they are poaching on the preserves of Teutonic investigators? That this is the present temper of at least some German scientists is charged by William A. Noyes in *The Journal of Industrial and Engineering Chemistry* (New York). This state of things is partly our own fault, Mr. Noyes thinks, for we used to send all our chemical students to German universities, and some of their most valuable discoveries were made there. Even when they had concluded a research in the United States, they not infrequently printed the results in Germany and in the German language. No wonder, he says, that at the beginning of the present century German chemists had come to think that chemistry was a German science and that no researches not made by Germans were worth while. As an illustration, he quotes the following extract from a review of an American monograph, in the *Apotheker Zeitung:*

"That American chemists should desire to create a literature of their own independent of other countries, is easily understood. From different signs one can conclude, however, that this is to be done almost exclusively at the cost of German science and German industry. That the whole undertaking is in its foundation directed against Germany follows from the fact that the 'Interallied Conference' has been godfather of the plan. The war which was ended three years ago is to be carried further in scientific and industrial lines! In view of this, one can not welcome the publication of these monographs."

Mr. Noyes's comments are as follows:

"During the last half of the nineteenth century such men as J. P. Cooke, S. W. Johnson, Wolcott Gibbs, Nef, and many others still living, received their training and inspiration to research in chemistry in German laboratories. These men organized instruction and research in America after models they had seen in Germany. We owe to Germany a debt for this inspiration to research, which must never be forgotten. There is some need to recall this at a time, when because of Germany's glaring faults in other directions, some are inclined to belittle and condemn everything that Germany has done. I have no apology to make for Germany's bad faith and wrong aims in the conduct of the war, but we must be on guard against some Americans who wish to copy her faults rather than her virtues.

"American students contributed a not insignificant amount to the experimental researches which gave Germany such preeminence in chemistry at the beginning of the twentieth century. Some American chemists thought they could secure a better audience for their papers if these were published in German, and this, to superficial observers, contributed still further to the apparent volume of chemical achievements in Germany. From 1880 onward, however, a steadily increasing number of American students were trained at home and the demand for chemists, both for teaching and for the industries, has been such that at the beginning of the war there were nearly half as many chemists in America as in Germany. From the statistics available, there were less than one-fifth as many in England and less than one-tenth as many in France as there were in Germany.

"Under the conditions which obtained at the beginning of the twentieth century it is not surprizing that some German chemists assumed the attitude that chemistry was a German science and that researches not published in German could be ignored. To Americans such an attitude is very closely related to the attempt of Germany's political leaders to impose German imperialism on other countries by force. Any similar spirit on the part of Englishmen, Frenchmen, or Americans, either in the political field or in science, is just as intolerable as it was in Germans.

"If the determination of Americans that we shall do our full share, in friendly cooperation with other countries, in the development of chemistry, and that we shall win recognition on the basis of the genuine value of our research work and of our publications, is considered in Germany as 'a continuation of the war in the scientific domain,' we must acknowledge that it is our intention to do this. But German chemists will find no chemists in the world more ready than Americans to cooperate with them in a spirit of friendly rivalry for the promotion of chemical science, provided only that they will meet us in the same spirit."

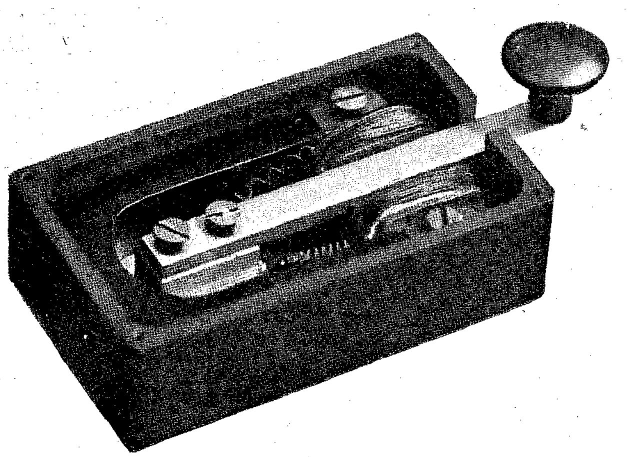
HEARING THROUGH THE BONES

DEAF PERSONS whose nerves of hearing are unimpaired may hear clearly through the medium of the bony structure, the sound vibrations being communicated to the bones by an instrument termed the "ossiphone," the invention of an Englishman, Mr. S. G. Brown. Our quotations are from a descriptive article published in *Conquest* (London) which humorously reports that several overenthusiastic English journalists reported the invention as one that enabled the deaf to hear *with* their bones, and one even described it as an instrument that enabled the *dead* to hear, but Mr. Brown modestly disclaims the credit of having yet perfected an instrument for that purpose. The writer reminds us that tho a deaf person senses by some means other than by his ears, it is a familiar experience that an explosion at a distance may be felt more than heard. Very loud noises near at hand may cause a sharp sensation of pain, especially in nervous or highly strung individuals. This effect may be produced partly by shock to the brain, through the ear, but it is probable that part of it is the result of direct impact of vibrations on the system. It is on the latter theory that Mr. Brown's invention is based. We read:

"Without attempting a medical classification, deafness may be said to be due to one of two principal causes: (1) disease of or injury to nerves between the outer ear and the brain; (2) disease or defects of the mechanism of the outer ear itself. Cases of the first description, altho fortunately exceptional, are at present regarded as hopeless—even the ossiphone does not help them. In many other cases, however, either certain forms or adaptations of the microphone (which has to some extent superseded the much-abhorred and old-fashioned ear trumpet) may be used or, where these are ineffectual, the ossiphone may be substituted.

"I have heard a man's voice through my teeth, through the bone of my skull and through my wrist and knuckle bones. Not only so, but every syllable and intonation was perfect. In order to remove all possible doubt my ears were effectually stopt, so that not a sound was perceptible in that way. Furthermore, Mr. Brown arranged that I should try the instrument in connection with the telephone, the speaker being in another room at such a distance as to remove all possibility of my hearing him directly and of his seeing me."

As in the case of many clever and useful inventions, the design of the ossiphone is simple. It is contained in an ebonite case fitted with an electro-magnet. When a telephone is used, the wiring is connected, by means of a small plug on the case, with the telephone circuit. Between the poles of the magnet a small iron bar or vibrator is screwed to a brass block and projects through a slot outside the case, where a curved button is attached to it.



THE OSSIPHONE ITSELF.

It measures 2½ by 1½ by 1⅛ inches, or about the size seen here, and is easily slipt into the pocket.

"To use the instrument, all one has to do is to hold the case in one hand and press the button gently but firmly against a bony portion of one's anatomy, the position being vared as comfort may demand. If coupled up with a telephone circuit, what happens is that the vibrations in the circuit set the vibrator in motion in much the same way that they set a telephone receiver diaphragm vibrating. The vibrations, altho imperceptible at the point of contact between the button and, say, one's skull, pass through the bony structure and are received by the aural nerves leading to the brain, even tho the whole of the outer ear be useless and unresponsive to any ordinary microphone for the deaf. As an alternative to the button (more by way of experiment than use), an extension piece, shaped like the curved mouthpiece of a pipe, may be fitted to the outer end of the vibrator and, if held between the teeth, will communicate sound waves to the brain equally well.

"Not the least remarkable feature of the ossiphone is the wonderful clearness and distinctness with which sound impressions are received. This of course is explicable, because they are received by the brain independently of the outer ear, the condition of which, even in the case of persons who are not deaf, varies. Thus a cold or a slight excess of wax in the ears may impair the efficiency of aural mechanism, while a multitude of other sound vibrations, received through the ear, help to confuse and render indistinct the voice of another person.

"For carrying on an ordinary conversation in a room, the ossiphone is used in conjunction with another instrument called an aural box. This consists of a sound-box into which the person who is not deaf speaks. It is necessary that he should be within two or three feet and face it when talking, and that he should speak distinctly. There is no need to shout. The aural box is of wood, with an open side diminishing in size as an S-curve scientifically proportioned that terminates against a small microphone, of which the diaphragm is of aluminum. Enclosed in the box is a small dry electric battery for supplying current. Flexible wire is connected up to the battery and the other end is connected to the ossiphone by means of a small plug fitting into a socket on one side of the latter.

"Altho not an essential accessory, a relay instrument may be included in the set by means of which sound may be so magnified that, even to a deaf person, the ticking of a watch sounds more like sledge-hammer blows.

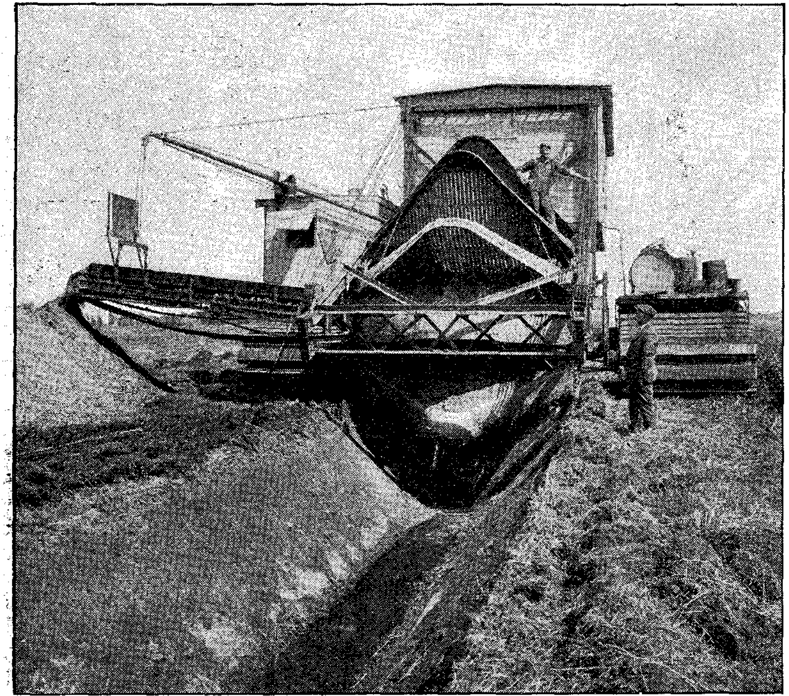
"While it is not claimed that the ossiphone is effectual in all cases of deafness, in certain instances it is an efficient instrument where all other apparatus is useless.

"The ossiphone is not merely an instrument of scientific interest. In certain cases of deafness it should prove an inestimable boon, and it might constitute a valuable alternative to the earpiece of a telephone receiver in the case of operators who are obliged to wear headgear all day long. Unfortunately its price is at present high."

HOW RADIUM COLORS GEMS

ONE OF THE ASTONISHING PROPERTIES of radium is its effect upon various precious and semiprecious stones. This has aroused much interest of late, and various investigators have studied these effects, among them a German scientist, Dr. Axmann, who has contributed an article upon the subject to *Die Umschau* (Frankfort, Germany). After reminding us that a diamond becomes visible in the dark through fluorescence when a radium preparation is brought near it, he observes that this is a sure sign that the diamond is genuine and the test is often therefore of much practical value. He continues:

> "A truly magical impression is made by the passage of the radium in front of a row of such stones, as one after another is seen to shine out like a glittering star. Certain other stones, as well as some kinds of glass, for example electric bulbs, are likewise caused to fluoresce, but not so beautifully. It is peculiarly striking to watch the effect upon rough diamonds, whose nature could hardly be suspected from their dull and dirty aspect. The fluorescence is caused by absorption of the invisible radium radiation and its transformation into visible form."



Courtesy of "Popular Mechanics," Chicago.

CHANGING A MARSH INTO A FARM.

When ordinary glass is exposed to the radiation for some hours it changes color, becoming violet, brown, or even black. Alkaline salts, under the same circumstances, become yellow, violet, blue or green. Transparent quartz is changed into smoky quartz, while colorless topazes acquire a rich orange tone. After mentioning the experiments made by Sir William Crookes and by the German investigator, Miethe, Dr. Axmann remarks that he himself has conducted similar experiments. He says:

> "Miethe's experiments chiefly concern diamonds from different sources and various sorts of corundum, such as the sapphire and the ruby, as well as the emerald, the topaz and the tourmaline, besides other semi-precious stones. He was fortunate in having rich stores of material at his disposal and in knowing their sources. The results he obtained were as follows: Colorless stones acquired tones of color much more rapidly and more perceptibly than dark-colored stones, a fact which possibly indicates the presence of certain metallic oxides, or organic substances. However, not all of the clear stones underwent alteration. While a colorless diamond from Borneo became a brilliant citron yellow after being irradiated for fourteen days, a similar stone of Brazilian origin was not at all affected. In the first instance, the color was diminished by subsequent heating to 250°cent., but was not entirely removed even by heating to a red glow. Specimens of glass, however, which have been colored by radium can be restored to their original condition by a temperature of only 500°. A bright blue sapphire from Ceylon became green after an exposure of two hours and then gradually changed into a deep golden yellow with a reddish tinge. In this case also it was found impossible to restore the former color by the process of heating and bleaching; the stone finally attained an apparently inalterable golden yellow color."

The same experimenter found that dark sapphires from Siam, Australia, Cashmere, Colorado and elsewhere remained entirely unaltered, and the same thing was true of Burmese rubies, which showed no change in either the dark or light colored stones after twelve days of irradiation. Colorless topazes from Brazil acquired a light yellow tone. Concerning these the author observes:

> "At a temperature of 150° cent. a magnificent luminosity is changing in tone from gray through violet, ruby-red and orange-yellow to blue-gray. A pink topaz from Mursiaka, Russia, acquired a brilliant deep orange in the course of a couple of days, the former color not being restored by heating."

The observations on tourmalines are especially interesting on account of the electrical properties of these gems. It was found that only the colorless sort was affected. Two tourmaline crystals from Brazil, one of which was pink at one end and colorless at the other, while the second was bright green at one end and colorless at the other, were cut in two, whereafter the two colorless ends were irradiated. The singular result was produced that these colorless portions became respectively dark green and rose red, which seems to indicate that the original coloration may have been caused by radium. Correspondingly, the brilliant whiteness of diamonds of the finest water can be destroyed by the invisible radium rays, and unfortunately the original tone can not be restored, as it can be in the case of ordinary glass, by heating or bleaching. To quote again:

> "It is interesting to note that bleaching can be accomplished by means of ultra-violet rays. Thus, from the strength and duration of the coloration produced by radium and from the decoloration produced by the ultra-violet rays, it is possible to construct a comparative measuring instrument for radiations."

This method of irradiation is of definite practical value, as the author points out, as a means of testing the genuineness of precious stones when it is not convenient to remove them from their settings.

SWAMPS TO FARMS WHILE YOU WAIT—A gigantic ditcher that leaves a young river-bed in its wake and turns swamp land into arable country in the twinkling of an eye, is reported from Minnesota in *Popular Mechanics* (Chicago, March), which says:

> "The immense scale on which reclamation of swamp lands in Freeborn and Mower Counties in southern Minnesota is carried on means that within a short time great tracts will be added to the productive lands of that State. Work is being concentrated on a tract of 15,000 acres, which has been subdivided into eight units of from 1,000 to 3,000 acres each. Each unit is in turn subdivided into farms, most of which contain either 80 or 120 acres. The chief agent in this reclamation work is a wheel excavator of unusual design and capacity. This 76-ton ditching machine crawls steadily ahead like some great land monster, and as it advances it digs a ditch that is 12 feet wide on top and 7 feet deep. A huge revolving wheel scoops out the dirt and a conveyor belt is kept busy carrying it out 20 feet to the side, where it builds up a spoil bank. Working steadily with a crew of five men, the machine, which is 65 feet long over all and has a 110-horse-power

engine, can drive a ditch ahead at the rate of about a quarter of a mile in a working day. After the tile drains are laid, the sides of the ditches are thrown in to cover the tile. This work is done with a grading machine drawn by a tractor. Submains and laterals are added after the main drains have been laid. Then follows the building of bridges, roads, and groups of farm buildings. Work is done on a big scale, dozens of teams, workmen, and tractors being employed. Artesian wells are driven, fences built, and in a short time the marshlands have been changed into highly productive farms."

IS SCIENCE BECOMING RELIGIOUS?

A "TURN IN THE HABITS of thought" of many men of science, inclining them toward mysticism or non-dogmatic religion, is noted and commented on editorially by *Chemical and Metallurgical Engineering* (New York). Not so very many years ago, says this paper, most men of science were in open conflict with all that is mystic in life. The "conflict between Science and Religion" so named by Dr. Draper, and President White of Cornell, was a lively and rather bitter quarrel in which nearly everybody took sides. Very few could see that the dispute was not between science and religion, but rather between science and dogma. The editor continues:

"It appears to us that a turn in the habits of thought of many men of science is coming about. They are not seeking the mourners' bench or weeping over their sins or singing revival hymns or even growing orthodox from the standpoint of dogma; but there appears to be coming over a considerable number of leading men of science an enlivened reverence for that which is beyond human knowledge. It shows itself in various ways. Sir William Crookes did, and Sir Oliver Lodge does, believe in ghosts. They have not many followers among their colleagues. The tendency is rather toward a less definite quality of mysticism; toward a belief in a greater illumination than is ours. It is not organized and it does not follow creeds or catechisms or articles that were drawn and recorded when, according to the best human understanding, the earth was flat like a cake, when it was the center of the universe, when the sun was a great lamp that was raised in the morning and lowered at night, and the lesser lights, the moon and stars, were little incidents to mitigate the darkness.

"Earlier generations accepted orthodoxy. Sir Isaac Newton was a man of unusual piety. Michael Faraday was a sound churchman. Louis Pasteur was among the last of the great men of science to whom the 'requirements of faith' were welcome.

"The present tendency is independent of dogma. It does not insist on any particulars. It does not condemn. It seeks the Greater Illumination and finds hope and comfort in the quest.

"On January 8 last, Professor Michael I. Pupin of Columbia made a memorial address at St. Paul's Chapel on the campus in honor of those who in their lifetime had advanced the honor of Columbia University. Now to such persons as know him casually, the genial professor of electro mechanics would be about the last one they would expect to see in a pulpit preaching a sermon. But his beautiful 'Herdsman's View of Human Life' was indeed a sermon. He harked back to the time when, fifty years ago, he had helped the village herdsman to guard the grazing oxen through the night on the hills of Serbia. The mystic thoughts of ancient reverence that inspired the watching boy have not been killed by the study of science. It was beautiful and reverent and sincere, and it did not offend the understanding. Many will remember the plea for spiritual vision made by Professor Barkerville in his address at the Great Hall of City College during the September joint meeting of the chemical societies. It was his last public utterance, this urgent appeal for the search after light to come from beyond our ken. Dr. Charles P. Steinmetz in his illuminating contribution to the current number of *Harper's Magazine* has approached close to the boundaries of mysticism.

"It is an excellent thing to 'get down to brass tacks' in our discussions of particular things and in the consideration of principles and processes. But the world is not made up of brass tacks alone. There are vague shapes in the minds of men and women that are potent to build up or to destroy. As men of science we are beginning to see that our obligations extend far and away beyond the laboratory, and that, among other things, the duty is ours to guide the vague shapes into the paths that lead to human welfare and betterment. We, too, are our brothers' keepers."

Courtesy of "Electrical Merchandising," New York.

"THE DANCE OF THE MILLION FIREFLIES."

A MILLION ELECTRIC FIREFLIES—One of the most elaborate convention entertainment features ever staged for an electrical meeting was presented at Milwaukee on the night of Wednesday, February 1, according to *Electrical Merchandising* (New York). We read:

"There were musical features and dances by professional entertainers, and in the interims the audience itself swarmed onto the central dance floor of the great auditorium. At these times, to the music of engaging dance tunes, the spectacular effect called by someone 'The Dance of the Million Fireflies' was turned on, and the whole vast vault of the auditorium was filled with myriads of darting points of light, swinging this way and that across walls, ceiling and floor. The effect was accomplished with the aid of arc projectors, one in each corner, which cast concentrated beams on a big ball, studded with plane mirror surfaces, suspended in the center of the ceiling. This ball was slowly rotated by a small motor and the effect of the arc projectors was to throw thousands of moving images of light, which swung majestically round and round, interweaving and crossing one another's paths in a most fascinating way."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

OVERDOING INTERNATIONAL LECTURES

WHAT CERTAIN FOREIGNERS think of us has always seemed a burning issue. Their views are most commonly sought when they are "down the bay" nearing the termination of their first voyage hitherward. The joke of this situation never seems to pall. Now it is Mrs. Asquith's turn; but she has shown herself equal to the cleverest newspaper men who go about asking questions. She waited until she had time to look round a bit, and then she displayed great courage. She dared to say she thought American women much less interesting than American men. This was later topped off by the report that she found Mr. Harding "easy to talk to." She has called the American men "charming and courteous." Mrs. Asquith had what Carlyle might have called her "Baphometic fire baptism" at the hands of a woman the first day she essayed to lecture. It was her first appearance as a speaker on any platform, and as she was suffering from the effects of the sea voyage her voice did not carry to the gallery, where sat an impatient woman. Finally this woman rose and cried, "We can't hear a word, and you've got our money for nothing. Good-by." The lecturer is said to have retorted: "Well, you are not missing much." When Mrs. Asquith was interviewed a few days later by the New York *Herald*, she had a pointed theme:

"MARGOT"

Whose technique as a lecturer arouses in Mr. Heywood Broun a "limitless admiration." "Yes, it seemed to us an excellent show."

> "In my first lecture here, the fact that American women hadn't the faintest interest in hunting had quite slipt my mind, and to me the hunting story I told is one of my most amusing anecdotes. And so when the lady in the gallery began to shout, to say the least, I was somewhat surprized.
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> "However, it was most fortunate that it happened as it did; I shall know better for my next lecture."
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> "But then," she added, "women are most peculiar, anyway, I think; don't you? I like men ever so much better. I always have. Women are so wavering, so undecided. Men are so much more considerate; they reason and think so much more quickly and better; they're static and casual and, I think, so much more sportsmanlike than women!"

Mrs. Asquith spoke perhaps before she had read the column that Mr. Charles Hanson Towne has inaugurated in the New York *Tribune*. His theme is "the great winter rush of British lecturers" which, he notes, "has begun in deadly earnest." Had the woman in the gallery heard, she might have matched Mr. Towne in outspokenness:

> "How pleasant it must be to live in England, writing penny-dreadfuls or unliterary memoirs in a hushed garden and some fine morning have one's shabby servant emerge from one's cottage with a cablegram begging one to come to America for a prolonged tour. Pack one's Gladstone with a sheaf of unsold essays, arrive in New York, be interviewed, stop at the smartest hotel, step upon a stage and in the strictest confidence mumble something about anything, or better still, nothing about everything, hear motors purring at the door, and taxi back to one's hostelry with a fat check in one's handbag or pocket. It is so easy, so altogether delightful, don't you know, and aren't the American people just too hospitable and wonderful, and isn't New York's skyline amazing, and isn't prohibition a fine thing to have tried, and aren't the shops heavenly and . . .
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> "I wonder when we shall awaken to the fact that this sort of nonsense is making us ridiculous. How these foreigners must laugh at us and our inferiority complexes when we are not looking. No wonder they are willing to be photographed in the most unbecoming lights and immediately after mal de mer, if only they can pocket some of our cash, be taken up socially and go home to write at leisure, in that same hushed garden, a tome on their American 'impressions.'
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> "Margot Asquith had never made a speech anywhere, I am told on the best authority, until she stept upon the stage of the huge Amsterdam Theater in New York a short time ago and found that her voice (oh, there were many to tell her) scarcely carried beyond the tenth row.
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> "The next day she made the excuse that she had had a most trying voyage and was so weak that she had to sit in a chair and read her lecture. Yet if a prima donna can not give of her best, she calls her concert off rather than take our money. Rather a decent thing to do, when you think of it."

Mr. Towne makes the charge that "our women's clubs throughout this democractic land of ours as so snobbish that they will not book American talent until they see what speakers of foreign origin the open season is to hold." Well, all he can say is "they don't know what they miss":

> "Which reminds me that the other evening I heard Amy Lowell read thrillingly, and speak as only she can speak, before the Woman's Cosmopolitan Club. I wish she had given us the amazingly fine poem which occupies no less than thirteen pages in the current *Century*, as well as her vivid 'Patterns,' and three or four shorter pieces.
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> "And then—Carl Sanburg got up, too, and his full, resonant voice rang through the room, and the men and women responded to his poems, because they felt his genius. Many loitered afterward to hear his negro folk-songs, sung to the accompaniment of a guitar.

"Edwin Arlington Robinson was on view, but remained automatically silent, more's the pity, and the Untermyers read and spoke, as did Stark Young, who was both witty and wise, and—there was no charge, ladies and gentlemen.

"Yet hordes will flock to see and hear the eagle-faced Margot when she is admittedly not at her best, and try to get their money back when they find they have been fooled.

"Yes, and as they deserve to be fooled. When the manager of the bureau discovers that his star is a frost, tho not black, a makeshift 'talk' is hurriedly contrived, and announced in the papers as the next sensational 'lecture.' Margot got better because she had to.

"It's all very amusing. But it doesn't help the entente cordiale.

"I hear from A. S. M. Hutchinson that he is sailing soon, to enjoy the United States, which has been so good to him. A shy, delightful man. I lunched with him last summer in London, when his book was fresh from the press, and he was not so famous as he is to-day. He could never face an audience, never. Yet—

"If Margot comes, can he be far behind?"

Mrs. Asquith is certainly disarming when she tells you she came because she needed the money. Again the *Herald* interviewer:

"You see, after I had married Mr. Asquith, and when he had become Prime Minister, we weren't exactly what you would call wealthy. To be perfectly truthful, my husband hadn't a sou in the world, not a sou, with the exception of the 5,000 pounds he received as salary. Of course he had owned stock and things of that sort, but when he became Prime Minister he turned in every single share of stock, just as a matter of principle, which could have been possibly touched by the Government.

"I had 5,000 pounds of my own a year, and this revenue, together with my husband's salary, was what we had to live on. Any one can tell you that living at No. 10 Downing Street is rather expensive, to say the least. Of course, we spent twice as much as we possest. We had to! I have always loved to have as many of my friends around me as I could possibly gather, and my husband is a very popular man also. Practically the entire time we were at No. 10 Downing Street we entertained somewhere between 150 and 200 guests every week."

SIR HARRY LAUDER,

King of music hall nights, whom the King knights as night falls on the halls.

Another columnist, Mr. Heywood Broun, of the New York *World*, probably fits her category of American men better than Mr. Towne:

"The platform manner of Margot Asquith fills us with envy. We wish we could talk as she does, casually leaning against a little table. This table does not squeak in protest and clamor for the attention of the audience. Indeed, if she cares to adopt the career, there ought to be many clients eager to be tutored by Mrs. Asquith in the art of public speaking. We must confess a limitless admiration for her technique. No visiting English author in many seasons has seemed to us so entirely at home as was Margot Asquith on the stage of the New Amsterdam Theater yesterday afternoon.

"Her utterance is crisp and clear. She is never under the necessity of digging in her heels and shouting. Nor is she among the speakers who allow themselves to become rooted at one particular spot upon the platform. There is a pleasant weaving back and forth, and she can take a phrase in her stride as easily as a two-twenty man takes a low hurdle. As her point approaches she swings into it, facing the audience squarely and standing straight. We admired also her versatility of delivery. At various points in the lecture she whistled in imitation of a small boy clerking in a jewelry store, imitated the Scotch dialect of a drunken elder, and introduced a snatch of a minuet in order to show what dancing was before the days of jazz.

"Yes, it seemed to us an excellent show, and yesterday there was no demand for a refund from any disgruntled spectator."

THE "MUSIC-HALL" TO THE DISCARD

THE LONG WORDS always have appealed to us. We say vaudeville where the Britisher says variety or more often just "the 'all." But he says it now less often, it appears, for the places to be described in this term are going out of fashion. The Palladium, one of London's largest "'alls," having just changed the character of its entertainment to that of the "super revue," there remain only two real music-halls in inner London—the Holborn Empire and the Victoria Palace. Time was when the American stage received many artists from the London 'alls—Vesta Tilley, Albert Chevalier, Harry Lauder, Marie Lloyd, Vesta Victoria, Will Evans. Where are they now? "Into the night go one and all," as Henley once sang, and not only have their successors not been found but the London papers are even saying that they are not desired. Gordon Street writes in the London *Daily Mail:*

"Many of the once big 'stars' of the music-halls have dropt out, or else come to a time when they think they can rest on their oars, and the supply of new performers is not good enough.

"I believe that in these two facts lies the whole of the story of the decline of the music-hall. Performers go on year after year doing the same old things till the audiences, knowing their 'shows' by heart, have become utterly sick and tired of them, and there are practically no new stars to come on in place of the old ones.

"The money paid to music-hall performers of merit is so good that financially the calling has become an exceedingly worth-while one, a super-tax occupation in many cases, yet somehow 'stars' have not grown as once upon a time when people like Leno and Lauder were snapt up on long contracts for a few pounds a week.

"Perhaps the 'refinement' which has come into the music-hall has not been all to the good? Perhaps the performer who comes on alone to face an audience, and who must win on personality in the first minute or so on the stage, needs to be 'broad' to succeed greatly?

"At the recent music-hall command performance given at the London Hippodrome the performers were stated to include most of the really good new people available. I saw the performance, and, apart from Mr. Milton Hayes, there was not, in my opinion—backed by the general applause—a single newcomer approaching the class of Sir Harry Lauder, Mr. George Robey, Mr. Wilkie Bard, the late Eugene Stratton, Mr. Arthur Prince, Mr. Albert Chevalier, Mr. Bransby Williams, Miss Ada Reeve, the late Dan Leno, Mr. Harry Tate, the late Fred Emmey, Miss Vesta Tilley, and Mr. Billy Merson (who easily outshone every one else during the evening).

"It is rather a commentary on the dearth of new talent recently come to our music-halls that a French clown, Grock, has outdistanced nearly all newcomers in the—admittedly very hard—race to the top of the music-hall bill."

Being a British institution, the Hall does not pass without suitable recognition of the place it held in the social life of the people, and the English papers pay it due tribute. Thus the Manchester *Guardian:*

"Ten years ago the old music-hall tradition, little changed from its chairman days, burnt brightly at the Tivoli, Gatti's, the Canterbury, the Oxford, the Pavilion, and many other more or less cozy, intimate, Hogarthian centers. Now the revue, the cinema, and bad trade have swallowed them up. Even in the outer ring such famous halls as the Paragon, Mile End Road, where Harry Lauder used to reign, and many other famous houses, have joined the silent stage majority. There are no new successors to the rather elderly gods and goddesses of the halls that are still with us, and obviously there are no houses for them.

"The causes for the decadence are a little complicated. One high authority says that the reason is that the stars were making too much. Some ten years ago, when things were booming, there was a big competition among the syndicates that were then stretching out all over the country, and every star with a name could book a long way ahead at swollen rates, and most of them did. When the cinemas hit the music-halls badly and many halls changed over, the stars were quite content, for they had their contracts, and many of them presumed on their safety and hung on to their old songs and business while the great big world kept turning, and the public, tho still loyal, began to lose taste.

ALBERT CHEVALIER,

Who made the costermonger a figure of both comedy and tragedy for the patrons of the English Music-halls.

"The music-hall, in short, is crumbling from within as well as from the forces without. No doubt the time will soon come when some sort of Phoenix Society, with Mr. Walter Sickert (say) for president and Mr. William Nicholson (say) for vice-president, will promote careful revivals of the music-hall of the eighties with all its curious conventions, as ingenious and as stylistic as those of any Italian school of painting, beautifully displayed and cataloged for the joy of the virtuoso.

"In the meantime we can still watch the real thing fade out of everyday London life without even a patriotic song to sing its requiem."

MENTAL TESTS FOR INDIANA SCHOOL CHILDREN—Classification of school children according to mental development instead of according to age has been urged by the Indiana State Superintendent of Education. He calls the present Indiana system "clumsy and unscientific and unfair to children." He would instal mental tests as a guide to classification. But the Indianapolis *Star* demurs:

"On the face of things this seems a reasonable proposition, for, as every one knows, children of equal age vary in intelligence, quickness of perception and ability to learn and remember. If the mental tests could be accurate and fix exactly the rate and range of the mental powers of each child, the grade classification might be made more in accordance with the educational possibilities. 'Might be,' that is. Has its value yet been proved? Psychological analysis and tests of mental power are the fad of the day among a class of people. A system of such tests was used by draft boards with results so widely varying and in certain places records of such extensive intellectual inferiority as to make them of questionable value and in instances preposterous and beyond belief. . . . It is true that the age standard for classification lacks in some respects in equalization, but on the whole it functions fairly well. If the child who is mentally in advance of his class is promoted in accordance with his ability—and this is the rule with conscientious teachers—the inequality is reduced to a minimum, tho the final outcome sometimes proves that it is not always wise to push a brilliant pupil beyond the grade for his years. Summed up, schools can be safely standardized, but the child mind can not, it is safe to believe, by any test yet devised."

WOMEN'S MEASURE OF ART

WOMEN HAVE LEARNED NOTHING in the scheme of national culture but "the art of sitting still in more or less becoming attitudes." This is a charge brought by Mrs. Mary Austin against the element of our population to whom, it is so often charged, the national responsibility for culture has been committed. Certainly it is they who make up most of the audiences for our imported lecturers. Mrs. Austin goes somewhat deeper than Mr. Towne in her charges; she does not blame the lecturer or the lecture. She finds, tho, that women thus engaged in listening have so little experience of critical reaction toward art and literature that they are easily imposed upon. Moreover their mental attitude of pure receptivity, even when it is active, marks "a failure to function creatively as audience to our burgeoning literature and art." All this, she says in the March *Bookman*, "has to do with the general inexperience of woman in collective reaction, and is about as indicative as the movements of a waltzing horse of what could normally be expected." Mrs. Austin's pen is trenchant, and she bases her charges on first-hand evidence, furnished by her own experience. Thus:

"I have lectured many times before women audiences, on the social significance of literature, and I have made a habit of setting down immediately afterward the significant questions asked, with the result that, turning them over just now, I find not one indicative of the desire, or the sense of obligation on the part of the reader, to enter into the creative struggle. What they do seem to want is suggestions for obtaining creative *results* for themselves, or items by which they may participate effectively in the *talk* about created work. Or they will be satisfied with mere entertainment.

"Much of this detachment is, I suspect, the residue of woman's century-old habit of thinking of books, magazines, plays, and painting as the sort of thing Daddy brings home from his hunting, toward which she has conceived her duty to be an uncritical disposition to make the best of what is offered. Thus there is always a tendency on the part of women to measure art by the ensuing fatness of their personal reactions, rather than by the social significance of the creative act; to be appreciative of the artist as a man rather than as a representative of the tribe of mankind. It may be that the slight touch of the exotic attaching to the foreign poet and novelist, which favors this feminine attitude of superior detachment from the sweat of achieving, has something to do with their preferential hearing. For the rest we have no evidence that Xantippe thought any more highly of the 'Dialogues' than *Carol Kennicott* thought of the symposium at the drug store."

MISS VESTA TILLEY,

Recently retired after a long and successful career as a male impersonator. An idol of the English "'alls."

Mrs. Austin tries to ease up on the women by suggesting that the whole situation is "a reflection of our common national disposition to regard all art as a performance, some kind of a show, whereas the artist himself knows it is a way of life, of which the book or the picture is the evidence rather than the object of pursuit." In the opening of her paper Mrs. Austin refers to herself as "a confirmed feminist," evidence of which she goes on to give:

> "It is not likely that men, just as men, would do any better. But because women have rather definitely assumed the rôle of patrons of culture, because they have made a stagger at fulfilling it, they must come in for a certain amount of question. It is women who have already accepted the responsibility for social conditions in which mature men and women divide themselves, for purposes of culture, according to sex. So when we wish to talk about organized effort to produce a representative culture, we have nothing else to talk about but the women's clubs." . . .
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> "What women have to learn to be audience to, is not the book after it is written, nor the personality of the author who writes it, but the process by which a really vital book gets itself produced out of our communal experience."

The photo drama, Mrs. Austin says, "provides us with one of the most illuminating sidelights on the failure of women to function representatively as audience in their neglect of the quality of form in cultural expression." Thus:

> "The criterions of women are interior. What was meant, what was subjectively felt by the protagonists, determines for them the effectuality of the action. High ground for this interior standard being established by convention, an audience of women can not only be made to accept, but can be induced to applaud offenses against essential decency. Let it be clearly understood that the boudoir scene is an incident in a proper honeymoon, and details which every man in the audience knows were introduced with libidinous intent, will 'get by' with the women. On the same general level this is true of books. In the second rank of popular magazines, one feels certain, we are saved from a great deal of potential indecency only by the circumstance of their being read largely by men."

Mrs. Austin and her women readers must be convinced that there is some chivalry left in men, for we do not find them adding fuel to her fire of criticism. On the other hand, as in the Brooklyn *Eagle:*

> "We take it that Mrs. Austin does not wish to make her sex more expert in detecting the salacious, but there may be something in her appeal to women's organizations, which include more and more of the sex every year, to exercise a more conscious and thoughtful attitude toward the arts, in order that they may stimulate the growth of the good and may discourage the trivial and the commonplace by their marked disapproval. As individuals, women already exert this influence, their individual comments on books, pictures, plays or music being quite as keen and stimulating in private discussions as those of men. That they do not act in the same way as audiences is the result of custom. The first and great commandment for the Nineteenth Century woman was, 'Thou shalt not be conspicuous,' and the women who are now learning to vote have not been wholly emancipated from that law. They are learning, however, and Mrs. Austin's appeal may awaken some of them to their responsibilities in this matter. Once convince a woman that she has a responsibility, and she will do or die for it."

But this is nothing to the length the Baltimore *American* goes in its contention that "women are sometimes unduly severe on their own sex":

> "From the purely practical point of view the question arises, what would become of audiences but for women, so far as numbers are concerned? From the days when St. Paul remarked that the early Christian congregations largely consisted of 'devout women, not a few,' mixed audiences have habitually numbered more women than men. Lecturers on art, literature and education have to depend very largely on women for their support. It may be that their attendance is often a somewhat uncritical affair, but any one who has ever seen how shallow tubthumpers can work on the feelings of exclusively male audiences, including numbers of that quantity known as 'the hard-headed business man,' must conclude that women have no monopoly of easy enthusiasm. The trouble rather is not so much a question of sex temperament or mental attitude, or of the relative inexperience of women as compared with men as that so much of the current education quite fails to teach young people how to think or to discriminate with regard to what they hear or read. In the matter of critical capacity, Mrs. Poyser's retort might be aptly quoted: 'The women are foolish. The Almighty made them to match the men.'"

CULTURAL RISE OF RUSSIAN PROVINCES

RUSSIAN LITERATURE, on the whole, has suffered greatly from the revolution. Most of Russia's writers and publicists could not become reconciled to the Bolshevist rule and have either fled the country or refused to write even while remaining in their native land. The publishing business in the capitals, taken over by the Soviet Government, experienced the same difficulties as other industries, and those Russian literati who were loyal to the new régime, or politically indifferent dispersed throughout the country in quest of bread. This circumstance, according to Mr. D. Vygodski in the *Novy Mir* (Berlin), has been a distinct advantage to Russia, because it stimulated literary growth there where in former years was barren soil. Mr. Vygodski writes:

> "Since time immemorial Russian literature existed in the capitals. Moscow and St. Petersburg always produced books for the entire country. Warsaw and Cheliabinsk, Archangel and Astrakhan—all parts of Russia—felt their cultural dependence upon the center, looked for books from the capitals. If Kieff or Odessa published something, they themselves consumed their product almost entirely; it was not considered a part of the country's literature. A poet who published a book in Moscow was a Russian poet, a poet in general, whether good or bad; but a poet who had his book published in Kieff, even if he was a genius, was stamped for life as a 'Kieff poet,' which limited and minimized his significance forever. Only the product which bore the trade-mark 'Made in Moscow,' 'Made in St. Petersburg' was accepted as generally interesting and significant.
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> "That, of course, had a certain reason. There is no doubt that the best was drawn to Moscow or St. Petersburg. Indeed, a poet, a painter, a musician remained in Tver or Kirsanovo only until he became conscious of his powers, until he felt a desire for great accomplishments. That could be done only in the capital, only there were magazines, and newspapers, and exhibitions and lecture halls. Thus all that rose somewhat above provincial Russia flocked to the capitals.
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> "But now one can say with absolute certainty that all that is a matter of the past. First the war, then the revolution, then a number of disturbances and events now severed, now reunited, individual parts of the country; there hardly is a single province which escaped the necessity of leading an independent life at one time or another, compelled to create not only the economic basis of its existence, but also meet its cultural requirements. There were other causes which led to the same results. One of them is the lack of regular connection with the center. Also the provinces realized the possibilities of the situation."

The consequence was that the old reverence for the center ceased, and each city began to think not only how to provide itself with fuel and potatoes, but also with text-books for the school, propaganda pamphlets and with books in general. The results were soon felt, and they were most positive. There hardly is a town, not to speak of the provincial capitals, which has not published several books during the last couple of years. Of course, there is much trash among those books, and some of them saw the light of day for the only reason that the town which published them has never seen anything better. But the important part of it is that all that contributed to the general awakening and the utilization of forces that lay dormant in obscure places. Further:

> "It is essential to note the provinces have been not only publishing books for the local market, but undertaking larger, more ambitious tasks. Some cities, it is true, limit their literary output to collections of poems or short stories, which do not get beyond the boundary of the respective locality; but in Samara, for instance, Professor Liverovskaya is publishing a translation of Dante's works; Kazan wants to acquaint the Russian reader with modern Tartar poetry and publishes a series of books by Abdullah Tukaeff in Russian translation; it also publishes the works of Verharen; in Gomel they are bringing out an edition of Barbousse; Odessa publishes a 'Treatise on Russian Verse'; in Poltava the magazine *Radouga* (Rainbow) is issued, to which a number of metropolitan writers contribute. . . .
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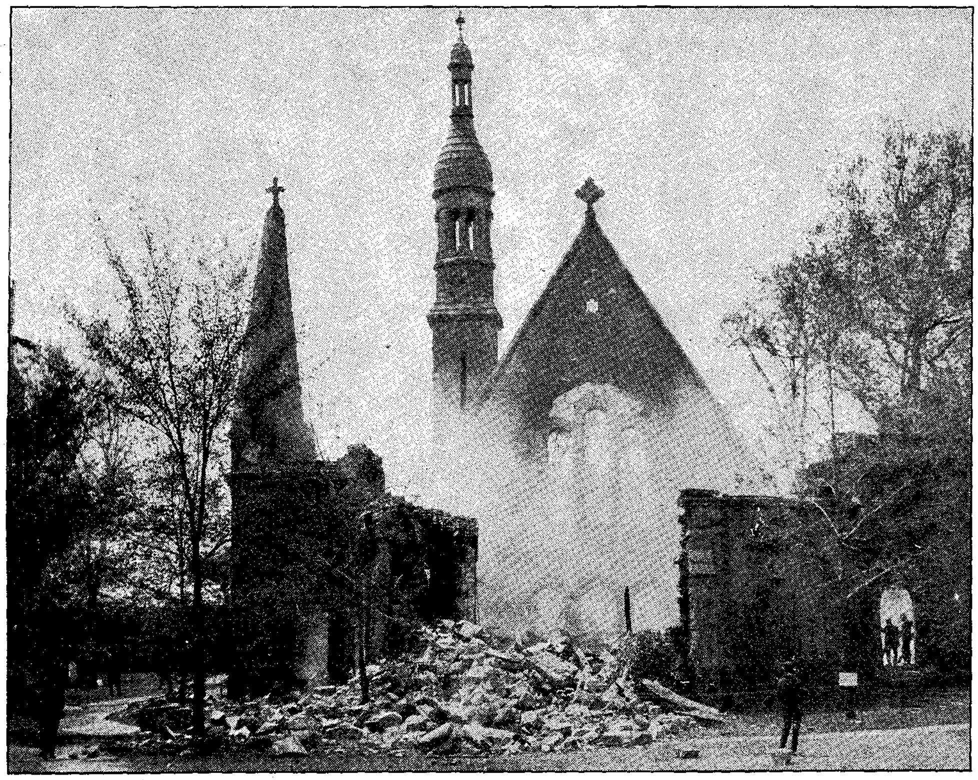
> "Thus it comes about that the provincial centers begin to compete with the capitals, and people cease to pay much attention to the name of the city on the book covers."

RELIGION-AND-SOCIAL-SERVICE

HOW WE BURN OUR CHURCHES

WE BURNED SIX MILLION DOLLARS' worth of churches in the United States in the two years 1919 and 1920. If some one else had burned them—an enemy with incendiary shells, for instance—we should doubtless be heard from. "Sacrilege" would be the very mildest term that we should use. But since we burned them ourselves and they were our own churches, of course, it is all right. If it were not for such disturbing publications as *Safeguarding America Against Fire* (New York), from which we quote the following statistics, we should hear little about it, in the aggregate, and care less. The exact loss recorded by the National Board of Fire Underwriters, which includes chapels also, was $6,183,338. There were 3,500 fires involved, which indicates that on the average there are approximately five church fires a day throughout the entire year. There were 122 more in 1920 than in 1919. Against these losses was insurance of $3,847,491, or 62 per cent. of the whole, which means insufficient protection, with a big deficit to be made up. What caused these fires? We read:



A TOTAL LOSS THAT PROPER PRECAUTION MIGHT HAVE PREVENTED.

In two years there was an average of five church fires a day, costing over $6,000,000.

"The chief fire hazard of churches lies in the heating plant, since the largest damage, $948,590, was due to stoves, furnaces, boilers and their pipes. Lightning came second with $609,639 for the two years, and electricity third, with $463,317. The fourth largest amount, $303,443, was listed under defective chimneys and flues.

"Losses from exposure, which means those from communicated fires, aggregated $342,564, but this is an effect and not a cause of fire. That the exposure total was not heavier was doubtless due, in a large part, to the fact that most churches have more or less spacious grounds about them or are situated on corner plots so that they are protected to an extent from ignition by adjoining fires.

"Sparks on roofs caused losses amounting to $227,247, the fifth heaviest on the list, indicating the prevalence of wooden-shingle roofs on church property.

"The matches-smoking hazard was responsible for the sixth largest total during the two years, or $174,032, and open lights stood seventh on the list with $135,786. Doubtless most of the open lights were candles used for religious purposes; they frequently cause fires. A few weeks ago, however, a Philadelphia church was damaged to the extent of $75,000 by a fire believed to have been due to a candle used for illumination while the organ was being repaired. This property, of which only the walls remain standing, was insured for but $22,000, according to the report.

"In the incendiarism column the tabulation shows losses amounting to $64,732. It is well known among insurance men that factional quarrels in churches have often led to the use of the torch by the disgruntled members of the congregation. Not long ago a colored church in the South was burned because certain black sheep in the flock did not approve of the new pastor, and last year a $50,000 loss occurred in a fire involving a Croatian church near Pittsburgh, the congregation of which had been torn by a factional feud. At various times during its career it had been deemed necessary to place a guard in the church to protect it against just such a fate as eventually befell it. In a case at Cumberland, Maryland, a new church, that had drawn its members from the congregations of the older places of worship, was mysteriously set on fire.

"The smallest loss amounted to $1,912 and was that attributed to ignition of hot grease, oil, tar, wax, asphalt, etc."

So much for causes. What may be done in the way of prevention? Since the heating plant is the most serious fire hazard it should obviously be safeguarded in every way possible, says the writer. Furnaces should be enclosed in masonry, either separate from the church or shut off by standard fire-walls. The furnace should never be overheated and all pipes should be protected. If any furnace or stove-pipes pass close to wooden construction, the latter should be covered with asbestos board or a metal shield having an air space behind it. He goes on:

"It is believed that most church fires occur while they are unoccupied, so that great care should always be taken by the furnace attendant to see that the heating plant is in a safe condition when he leaves the premises.

"Except during Lent most churches are unoccupied throughout the week and become thoroughly chilled. Consequently, the janitor starts in Saturday evening to warm up the premises so that they will be habitable on Sunday, and in doing so is likely to crowd on the draft.

"From the fact that lightning caused the second largest total of losses, the need for proper rodding of churches is evident.

"Where churches of an earlier day install electricity, the

> wiring is frequently done in an improper manner and the system generally set up without sufficient regard for safety. The outcome is shown by the amount of destruction due to electricity. The remedy is to observe carefully the National Electrical Code.
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> "The hazard of defective chimneys and flues is one that is strictly preventable and readily corrected. Chimneys should always be built from the ground up with the walls never less than 3¾ inches thick and the flue properly lined with fire clay.
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> "The way to prevent damage from sparks on roofs is to adopt composition shingles, metal or other non-combustible roofing material.
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> "The matches-smoking hazard is obviously preventable and losses under this cause could be avoided by the enforcement of a 'no smoking' rule about church property, and the use of matches should be done away with as much as possible.
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> "Since the burning of candles is a necessary part of religious observances in churches of many denominations, the hazard is one that can not be entirely eliminated, but it may be rendered harmless if carried on with proper care.
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> "In churches where gas is used for illumination, brackets should be of the rigid type and the flames protected by globes.
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> "Frequent inspections are desirable to see that the cellar, furnace room, mop closets, spaces in attics and under stairs are kept clean and free from accumulations of old books, broken wooden pews, benches and other discarded materials.
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> "Chemical extinguishers and buckets of water should be located at convenient points for use in case of need. The vestry and organ loft in particular should be so equipped.
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> "Some churches nowadays are installing sprinkler systems which, if properly maintained, afford protection at all times. Modern systems have reached a point where sprinkler heads are no longer unsightly objects marring a decorative interior, but may be artfully disguised by ornamentation."

STUDENTS IN ARMS AGAINST JAZZ

JAZZY TENDENCIES among Chicago's high school pupils are to be suppress by the pupils themselves, their leaders having decided on this course after an alarming state of affairs had been brought to their attention. Other methods having failed, we are told, an appeal to parents to save the high school girls and boys from the effects of jazz music, "shimmy" dances, "lovers' lane" automobile rides and immodest dress was circulated by Superintendent of Schools Peter A. Mortenson. A "troublesome three per cent." is held responsible for what is described as a serious situation, and the ninety-seven per cent. comprising the better element is said to be determined to enforce a stricter standard of morals among the offending few. For two years, we are told in the Chicago *Journal*, principals and teachers have been studying the complaints that the present-day school boy and girl are deteriorating morally. All sorts of expedients—school dances, community centers, and socials—have been tried in an effort to check the students' "increasing tendency to worldliness," and finally it was decided that the cause of most of the trouble lies within the home and that it is there that initial reform must be started. Recently several scandals are said to have been disclosed, and it was discovered, according to the *Journal*, that there were organized systems promoting immorality among high school students. In his appeal, which is endorsed by the high school principals and deans, Superintendent Mortenson holds that "the greatest force for good in the school is the sentiment and public opinion of the main student body," and the students, with their parents, are urged to cooperate with the school board in setting standards and in restraining the less responsible. In defining the causes which have been productive of so much trouble and scandal, the statement, as it is quoted in the *Journal*, sets forth:

> "We believe the modern method of dancing has done much to break down respect for womanhood.
>
> "We feel that no effort on our part can counteract this evil unless the parents realize the danger and help us maintain the standards.
>
> "We believe that jazz music has done much to corrupt dancing and to make it impossible for young people to learn the more refined forms of dancing, at the same time vitiating their taste for good music. . . .
>
> "We believe that the unrestricted use of the automobile is another demoralizing influence, and that parents who allow boys in their teens to take high school girls joy riding are doing much to break down the moral standards of the community.
>
> "We believe that in accordance with the State law, pupils should refrain from smoking.
>
> "Extremes in dress are deplorable. We believe that mothers should know that modesty and simplicity in high school girls' costumes are most helpful and uplifting to the school ideals.
>
> "We believe that young people of high school age should keep early hours and devote five evenings of the week to their high school studies.
>
> "We believe that parents should be invited to share in the patronage and chaperonage of all school functions.
>
> "In as much as our greatest concern is to preserve the wholesome elements in the characters of our young people, and to insure a development into a strong manhood and womanhood, with a will to combat evil, the superintendent feels that he has a right to the active support of the parents in these matters of standards and ideals."

But the students didn't wait for their parents to act. They began at once, we are told, a concerted movement looking to reform. "The students can enforce the rules of the schools and the proper standards of conduct better than any one else," said Fred Bennett, a student leader, as he is quoted in the Chicago *Daily News*. "If a boy's father, or the principal, or a teacher tells him to quit smoking he gets sore, but if a student whom he respects tells him to quit he thinks it over pretty seriously and probably quits." The same psychology is observable in girls, according to this young philosopher: "If a girl's mother tells her that her skirt's too short she laughs and says everybody wears them that way—if the principal tells her her skirt is too short she gets mad, but if I tell her—well, she thinks that over. In our school there are only about three per cent. of the students who cause difficulty, but they get written up in the papers and give the school a bad name." The work of moral reconstruction will not be left to the students without assistance. Recognizing that mere prohibition only creates a desire for the thing prohibited, the superintendent has decided in forbidding jazz to encourage the taste for good music by having daily musical programs given by orchestras, glee clubs, bands and soloists in the school assembly halls. Expressly noting, as did Superintendent Mortenson, that ninety-seven per cent. of the high school pupils are "normal, sensible young people," and insisting that the harm caused by the offending three per cent. should not bring general reproach on the whole student body, the *Daily News* says editorially:

> "Youth is impressionable and the bad example of even a small element is likely to have undesirable effects. 'We are living at a pretty fast clip,' said a noted educator the other day. To none is fast living more injurious physically and morally than to the young. Rational recreation is essential, but it is notorious that the line of moderation, propriety and decency is too often overstept at dancing and other parties, and that some parents tolerate or acquiesce in forms of amusement and modes of dress that offend good taste or right conduct.
>
> "Educators can do something to correct or prevent excesses, but parents can do much more. The home may undo or nullify the work of the school in regard to behavior, speech and manners. Parental responsibility can not be shifted and ought not to be evaded. Many of the parents who lament loss of authority over their children have never really tried to exercise it with anything like method, firmness or reasonable consistency."

"Sororities and fraternities, the dance, youthful liberties with the automobile, and certain types of games and entertainments—while the conditions complained of under these headings are pale as compared to the revelations of Hollywood," remarks *The Christian Century*, "they ought to be shocking enough to the respectable fathers and mothers of immature youth. To subject adolescent character to the moral overstrain of such unhedged and unchaperoned customs is community purblindness."

ENDING A FEUD WITHOUT A RIFLE

WHEN FEUDISTS FORGIVE AND FORGET at the behest of a Christian judge, Christianity on the bench becomes an invaluable asset to law, we are told, and this is just what happened recently down in the Blue Grass state, where Judge Hiram Johnson, of the Twenty-seventh District, mastered an ugly situation and persuaded the heads of two feudal bands to shake hands and let bygones be bygones. It is a story, we are told in the *Western Recorder* (Baptist), of how seventy-five feudists were recently led to cast hatred from their hearts and make peace in the Manchester courtroom where Judge Johnson held court. The feud had been of long standing. Within the last year and a half, it is said, half a dozen persons had been killed, fifteen wounded, women and children fired upon, and fifty houses riddled with bullets. But, says a newspaper report of the case sent to the *Recorder*, "unprecedented in the history of Kentucky feuds was the scene staged in the courtroom to-day. Grim, gnarled mountaineers, who a week ago itched for a chance to slay each other; vindictive, lawless men, whose chief aim in life was revenge, to-day shook hands and called the whole thing off. The Philpots and the Martins talked like good neighbors with the Bowlings and Benges, where before the rifle would have spoken." This remarkable climax is attributed by the *Recorder* to "the reverence, wise words and courage of a God-fearing judge," who "knows his Bible and is backed by a life over which the authority of God has been regnant. He faced in his courtroom a fearless people who live near to nature and who have always been ready to recognize the right of God to speak with authority to men." The case had proceeded for four days, we are told in this Kentucky religious weekly:

"State troops, sent to protect the mountaineers from each other and the court from all of them, were on duty. On the afternoon of the fourth day the Judge placed forty-six feudists under peace bonds and thirty more were released without bonds.

"Then the Judge delivered a lecture, looking first to the right, where sat one clan of the feudists, and then to the left, where were grouped their bitter antagonists of generations.

"'Aren't you ashamed of yourselves?' said the Judge. 'Haven't you been acting like children instead of men, destroying your own happiness and that of your wives and children and mothers? And why? All over a trifle like a stolen shotgun.

"'You've got to stop it. If you feel you are injured or mistreated, come to the court and your grievance will be heard. You'll get justice here. Your kind of justice won't work.

"'Are you going to let your children go back to school? Are you going to make it possible for your wives to go on the roads? Are you going to make it safe for a man to work in his field?

"'Let me advise you to act like men, shake hands and become friendly neighbors again.'

"Nobody expected the Judge's advice to be followed. But the tense silence was succeeded by a shuffling of feet. A few of the older feudists, with flowing gray beards, arose from their seats. The 'dead line' between the rival camps was crossed. Before the spectators could realize what had happened, the rival feudists were gripping each other by the hand and calling each other by their first names."

The outcome of this remarkable trial, says the *Recorder*, "is fundamentally a tribute to a God-fearing judge and to the latent nobility in the soul of the Southern Highlander." It suggests also "that what society deeply needs for the settlement of its troubles is the leadership of real men, who fear God and sympathize with their fellows, but who have not fear of men in their hearts."

"Society at long distance can romance about feudists. Penny-liner writers can spin the story into a web across the imagination of an entire nation. But one capable and unselfish man, with a fearless heart and an understanding mind, who lives among the feudists and is willing to bear something of their burdens with them, can accomplish for the people a hundred times as much as the long-distance acclaim and irresponsible moralizing of a whole nation."

SCOTLAND ABLAZE WITH REVIVAL FIRES

CALLING THE "BIG SKIPPER" to guide them, Scotch fisher-folk on the east coast are experiencing a revival which, according to press reports, bids fair to set the whole of Scotland ablaze. The revival is said to have had its origin with Jock Troup, an uneducated cooper, who, while on board a drifter one day, said that he heard a sound as of "showers of blessing." Then and there, we are told, the crew knelt, and, catching the conviction and assurance of the cooper, carried the contagion abroad when they landed. Already the number of converts has been estimated as high as 20,000, and Davis Edwards writes to the Springfield *Republican* from Fraserburgh, Scotland, that "the measure of excitement may be gaged by statements that several people already have died in consequence of the emotional strain, and that others, to considerable numbers, have been driven mad and now are in the great asylum at Aberdeen." The newspapers of Great Britain seem to have been anxious to avoid descriptions of the religious upheaval, says this correspondent; and he reports the medical profession to be up in arms against it. Coming during the herring season, the revival spread with great rapidity, and in the end, we are told, every church was full to overflowing. All denominations united, and are trying to turn the revival into channels which will, they hope, lead to permanently good results. The Rev. J. Crichton-Jack writes to *The Presbyterian of the South* that the movement is spreading to Dundee, Glasgow and Edinburgh, and he tells us further:

"Deputations are being sent to the revival districts from all over the country with the object of catching the spirit of the revival, and taking it back to the great industrial centers. From Dundee, Aberdeen, Glasgow and Edinburgh quite a host of ministers and mission workers have journeyed north in a search for inspiration, and in most cases have found it. The attitude of the United Free Church is definitely and absolutely on the side of the revival, and that great Church has officially decided to send three of its ablest men to Fraserburgh to glean information, particularly in regard to:

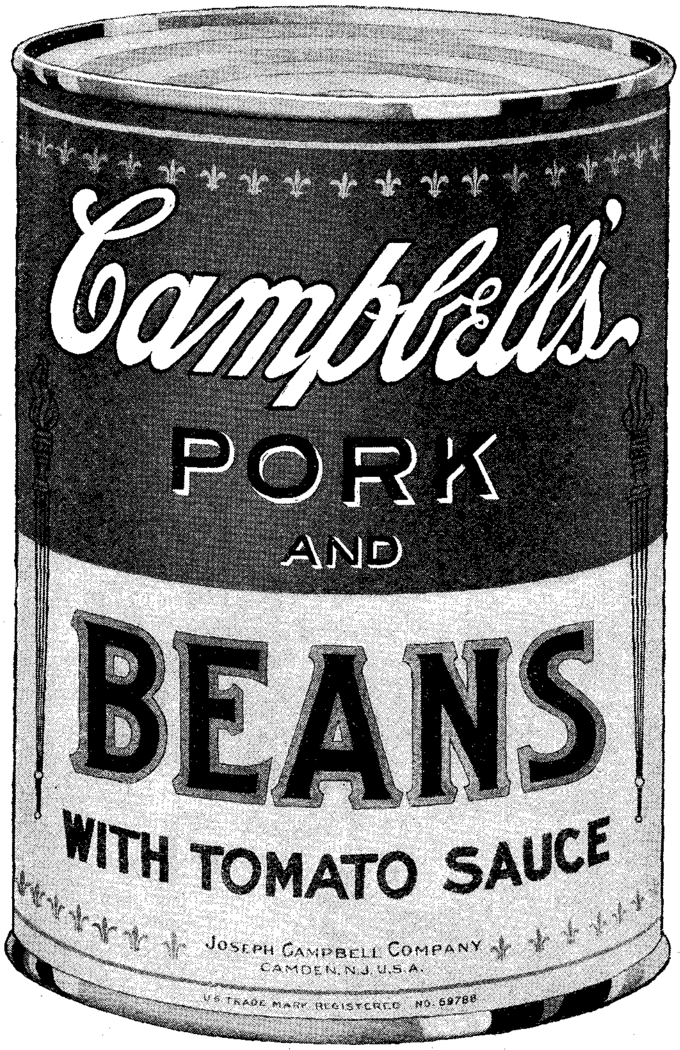
"(1) How the church can best meet the needs of the new converts; and

"(2) The outlining of a possible scheme whereby the passion of the new emotion may be directed into the channels which will be of the greatest advantage to the Church."

The movement is a "purely spontaneous impulse, without any committee or organization," says *The Reformed Church Messenger*, the most active spirits being fisher folk, many of them quite young. Jock Troup is described as a man of "little education," but one having "much knowledge of the Bible." He is "physically strong, thick-set, with a sunny face and a powerful voice, and is tremendously in earnest and unquestionably sincere." According to the *Messenger*,

"Another leader of the revival is Pastor Fred Clark, who went to France for the Y. M. C. A. in the early part of the war in an honorary capacity. Commissioner Kitching, of the Salvation Army, reports that 'within a few days of the outbreak of the revival the northeast coast was ablaze with the new movement. Drunkards, gamblers, hard cases, mostly young and reckless men, were swept in, and they speedily took to the platform and street-corner preaching. Meetings go on every day and far into the night, and the songs of the revival may be heard now through the darkened streets in place of the syncopated melodies which were usual a few weeks ago.' At one open-air meeting between thirty and forty young people knelt down in the mud to pray. In their impassioned speech these converted fishermen drop into nautical phraseology. They refer to the Almighty as the Big Skipper, they warn the hesitant not to drift over the headline, and urge them to seize the life-line and come into the life-boat. Booksellers are doing an unprecedented trade in Bibles and hymn books. One very practical result is that shopkeepers have reduced their prices. The Scottish movement is mainly associated with the Salvation Army, but many ministers are taking part. As is usual at such times some cases of disturbance of mental balance are reported."

MADE BY THE MAKERS OF CAMPBELL'S SOUPS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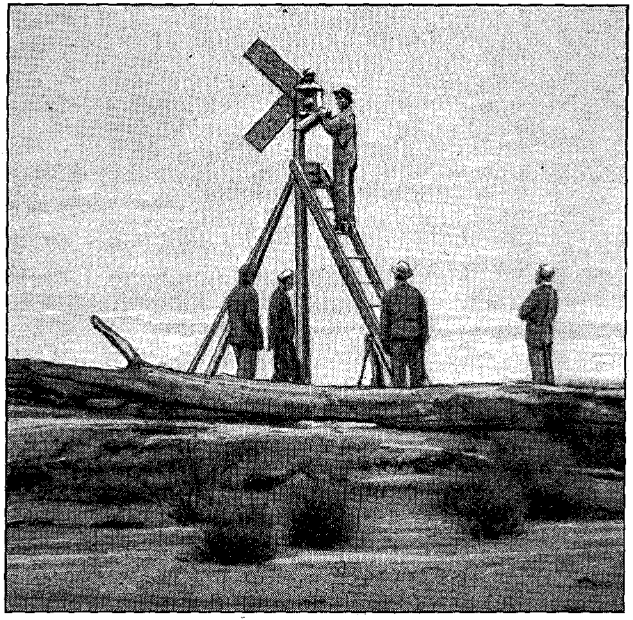
LOOK FOR THE RED-AND-WHITE LABEL

LIGHTING THE MISSISSIPPI

LIGHTS ON A STREET are supposed to be powerful enough to show the pavement and the houses; on a river, it is sufficient that they be strong enough to be visible themselves at a considerable distance. But on the other hand, streets stay still, while some rivers, notably the big ones of the Middle West, move around, making it necessary to shift the lights continually to keep pace with their fidgety migrations. Sven Hedin tells of an Asian river, the Tarim, that occasionally shifts bodily sideways a distance of twenty miles or so. We can hardly beat this, but a well-known architect has a bungalow on the Missouri from which he used, not many years ago, to be able to throw a stone into forty feet of water. Now, the stone would fall into a willow jungle, and the river channel is almost out of sight. Lewis R. Freeman, writing in *Popular Mechanics* (Chicago, March), reminds us that Mark Twain, in his "Life on the Mississippi," devotes pages to a list of things that the pilot of the old days had to remember in the 1,200-mile run between St. Louis and New Orleans. So slight were the shades of differentiation between danger or safety, that one is surprized, not to learn that the lower Mississippi is paved with a half dozen wrecks to the mile, but that it was ever possible to carry on navigation at all. Mr. Freeman continues:


Illustrations by courtesy of "Popular Mechanics" (Chicago).

A "LAMP-POST" ON OUR GREATEST RIVER HIGHWAY.

There are more than 700 of these beacons along the 1,200 miles of treacherous Mississippi between St. Louis and New Orleans.

"The almost prohibitive difficulties in the way of lighting and marking a channel that was here to-day and there to-morrow, made progress slow in the matter of safeguarding navigation on the lower Mississippi, and no comprehensive system was worked out and put into operation until a number of years after the crest of traffic was past. Then, over a long interval during which river trade dwindled year by year, the lights were maintained with the characteristic thoroughness of the U. S. Lighthouse Service. Channels that scarcely were churned once a month by a dilapidated stern-wheeler were kept dredged, sounded, and marked, altho the cost of the service must have been far and away in excess of the benefits accruing from it. But now, with the establishment of Federal barge lines and rehabilitation of river traffic generally, the long chain of little beacons of what is called the Fifteenth Lighthouse District is finally beginning to justify its establishment.

"I think I am well within the truth in stating that none of the great navigable rivers of the world offers so baffling a lighting problem as does the 'Father of Waters' in its twisting, turning, caving-banked reaches from the mouth of the Missouri to the Gulf.

"It is this capriciousness, this unstableness of mind that makes the stretch of the river from St. Louis to New Orleans so hard to light effectively. A river that flows in front of a town one day and behind it the next, can not, obviously, be lighted with fixt beacons. Indeed, if changes of this description—which have, in several instances, had the effect of transplanting a town from Missouri to Illinois, or from Mississippi to Arkansas—were at all common, it would be out of the question trying to light it at all. Since for the most part, however, changes of channel go on steadily but slowly, it has been possible to devise and maintain a lighting system that is of incalculable assistance to the navigator of the great river."

The lights on the lower Mississippi are officially referred to as "aids to navigation." The term light, or lighthouse, is reserved for a fixt beacon, the purpose of which is to warn a ship away from a shoal or dangerous point. An aid, on the contrary, is almost invariably intended to give a pilot an approximate bearing for a course that will keep him in the channel. As this is constantly changing the position of the aids will have to be shifted in order that they may help rather than mislead. To quote further:

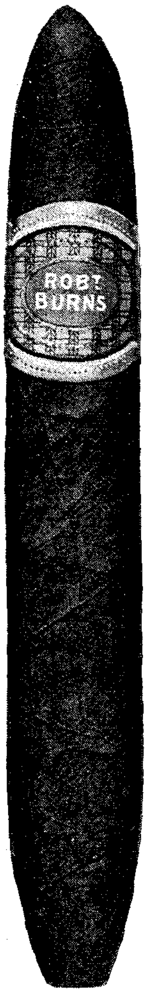
"The task of sounding out the channel and moving the aids to conform to it is only one of the multifarious services performed by the government lighthouse-tender that is kept in constant operation between the mouth of the Missouri and New Orleans. Two small tenders are operated on the Ohio and upper Mississippi, respectively, but the work of light-tending is far less onerous than on the lower waters."

The type of aid that is uniformly used on the Mississippi and Ohio consists, we are told, of a heavy post, about 12 feet in height, with props, cross-arms, stairway, and a bracket to receive the lamp. All parts are painted white. The lamps hold enough oil to keep them burning for 72 hours, in the daytime as well as well as at night, so that the principal thing to do is to refill them every third day. We read further:

"In my recent boat trip down the Mississippi, I found that the aid, or light, at the mouth of the Missouri bore the number 686, and that the Westwego aid, five miles above the foot of Canal Street, New Orleans, was numbered 1. As several of the intervening aids bore the same number, differentiated by the addition of a letter, I think it probable that there are something over 700 aids scattered at irregular intervals along that 1,200-mile stretch of river.

"The manner in which the aids are placed to help the pilot keep to his channel, will be plain from the accompanying diagram, which shows a 10-mile section of the lower Mississippi. With the steamer channel following the course indicated by the line A, the aids would be placed approximately as shown by the points marked 1A, 2A, 3A, etc. But if soundings made by the lighthouse tender at the end of the spring high water were to show that the channel had shifted to the course indicated by the dotted line B, then the position of the lights would be altered at the first opportunity to conform roughly with the points marked 1B, 2B, 3B, etc. Immediately after making the fresh sounding and shifting the aids, the captain of the tender forwards a report descriptive of the new channel to the headquarters of the Fifteenth Lighthouse District, in St. Louis. Here this is manifolded and copies dispatched to every master navigating a boat on the lower river. The latter immediately enters a summary of the fresh data at the proper point of his latest light list, where there are blank spaces left for remarks, changes, etc. The full report is kept ready to hand in the pilot house in the event difficulties develop in navigating the stretch covered by it.

"The language of these reports is in the purest 'riverese,' a lingo of its own, and quite distinct from ordinary nautical



Perfecto
Actual Size

UNLESS you've tried Havana tobacco that has been properly cured and blended, you really do not know the wonderful mildness that can be merged with that distinctive Havana flavor.

The flavor is *in* Havana. No other tobacco grown anywhere can equal it. But it takes months and even years of just such aging, curing and blending as is given the Havana filler of Robt. Burns to bring the flavor out.

When you smoke Robt. Burns, you know not only that the filler is pure Havana but that it has been brought to a point where it is ready to give up its wonderful flavor to *you*.

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Perfectos—2 for 25c	Epicures—2 for 25c
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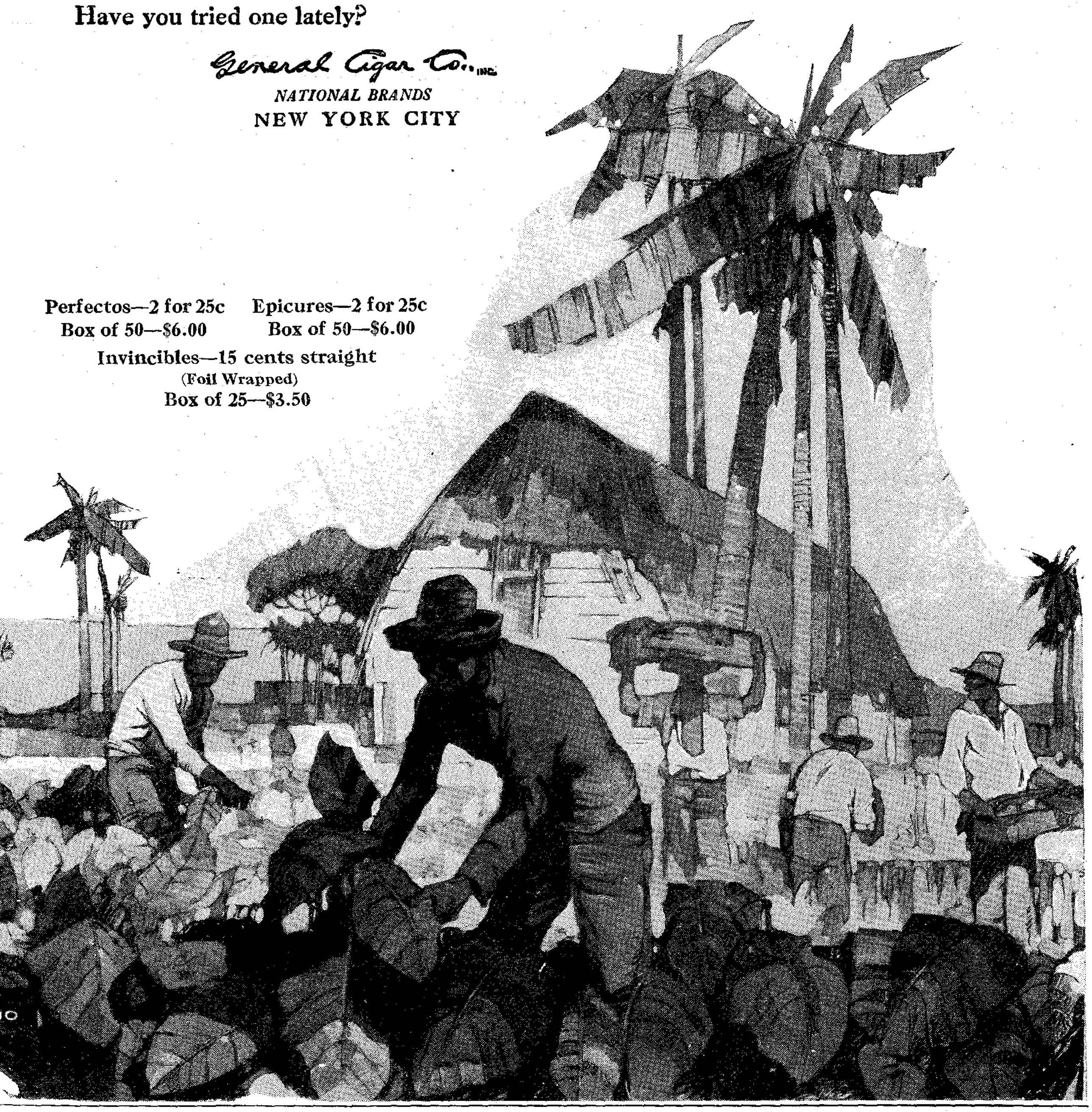


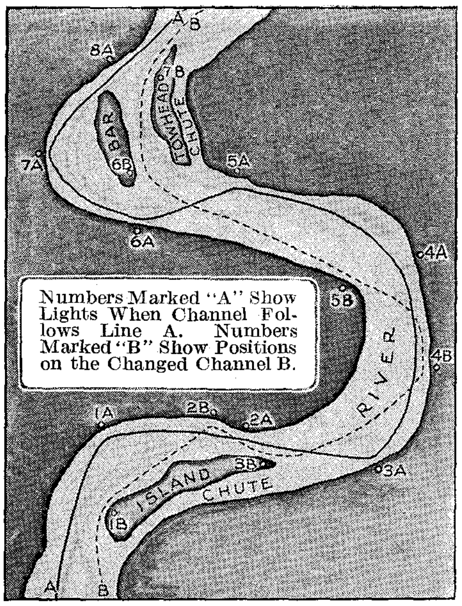
Robt. Burns Cigar is Full Havana Filled

jargon. A deep-sea sailor would be as much at a loss to get the sense of one at first reading as would the landlubber. With a little study, however, the meaning of the strange phrases will become plain to a person of average intelligence.

"The word 'towhead' is one that crops up often in Mississippi parlance. It might best be defined, perhaps, as a cross between a sand bar and an island—an island in the making. It is usually formed in the first slack water below a point where the river has cut heavily into its banks. The first year or two after it begins to appear above water, it is covered with a thick growth of young willows. Later, cottonwood trees appear and choke out the willows. If a towhead augments, or holds its own long enough for the cottonwood to attain a growth of 20 or 30 feet, it attains the dignity of, and is thenceforward called, an island. A 'chute' is a narrow back channel behind an island. If there is water enough, a steamer taking it may often save many miles of distance over the main channel.

"The lighthouse tender for the lower Mississippi is the 'Oleander,' whose duty is to cruise back and forth between St. Louis and New Orleans as fast as the exigencies of water, weather and coaling permit, sounding out the channel, shifting, repairing, or replacing lights, and replenishing the supplies of the keepers. Under favorable conditions, it may average 100 miles a day on a downstream run, and perhaps 75 going up. A keeper may tend from one to ten lights, tho I recall only one man with so many as the latter number. If he has more than three or four lights, he will need a motor-boat of some kind to get around to them. As all of the river fishermen have power boats, it is only to be expected that they should make up the bulk of the keepers. Those tending only one or two lights are usually squatters cultivating a small patch of corn or cotton outside the levee. To support a family without other work, a keeper should have at least five or six lights, as the pay per light is not high.

"If, as occasionally happens through the tender being delayed, a keeper runs out of kerosene, he is expected to buy enough to keep his lights going, at his own expense, trusting to the government to reimburse him later. As it is impossible to buy kerosene of anything approaching the high quality furnished him by the tender, a keeper confronted by an emergency of this kind is always in for a very trying period of smoky lights.


A
B
8A
7B
BAR
6B
TOWHEAD CHUTE
7A
5A
6A
4A
5B
Numbers Marked "A" Show Lights When Channel Follows Line A. Numbers Marked "B" Show Positions on the Changed Channel B.
RIVER
4B
1A
2B
2A
3B
3A
ISLAND CHUTE
1B
A
B

LIGHTS THAT SHIFT.

Mississippi "aids" must be moved whenever the river changes its course, which is often.

"Altho running the whole gamut of the social scale from the old black 'mammy' to an effete scion of British nobility there is still to be found a remarkable *esprit de corps* among the keepers. A number of men have lost their lives while endeavoring to save their lights in flood time, and of actual betrayals of trust there have been almost none. This is a wonderful showing, especially when one considers the strange odds and ends of humanity with whom it has been necessary to work."

SEEDS THAT USE GLUE

NATURAL GLUE to stick them to the ground is secreted by some seeds, we are told by a writer in *The Scientific American* (New York). In neighborhoods subject to long dry spells, he says, it is an important matter to plants to get their seeds underground as soon as possible, especially if the location is windy. He goes on:

"One of the methods by which they accomplish this is by exuding a sort of natural mucilage as soon as they obtain any water. A German botanist studying plants in northwest Africa found that out of 906 varieties more than 36 per cent., 332 to be exact, are marked by this feature. In studying them he found that after being wetted and then dried they adhered strongly to whatever lay beneath them, whether this was filter paper, earth, or the slide of a microscope. The first rainfall, therefore, literally glues them to their places, giving them a foothold to start their struggle for existence as soon as the needed rainfall comes; even a heavy dew will sometimes suffice to liberate the 'glue.' This anchorage to the ground also serves the purpose of assisting the young root to make its way into the soil, as well as the sprouting plant to escape from its imprisonment within the seed."

THE GULF STREAM IS NOT SO IMPORTANT, AFTER ALL

THE GULF STREAM seems to have been held responsible for much that can not properly be laid to its credit or discredit, as the case may be—for instance, the mild climate of the British Isles. There are still some scientists, we are told by a writer in *The Observer* (London), who adhere to this theory. At the annual meeting of the Science Masters' Association it was restated by Douglas Berridge of Malvern College. Sir Richard Gregory, however, pointed out that any one who has studied the Gulf Stream fallacy knows that the stream never gets farther east than Newfoundland, and that the British climate does not in the least depend upon it. Sir Richard explained in an interview with a representative of *The Observer:*

"The Gulf Stream 'is only an incidental part of the general circulation of the waters of the North Atlantic, and has no more to do with causing this circulation than the proverbial fly had in moving the wheel on which it rested. It can not be distinguished east of Newfoundland, and has been proved to lose itself in the Atlantic long before it reaches our shores. It is, therefore, quite illusory to suppose that the Gulf Stream, as such, has any influence upon British climate.

"The relatively warm water which flows northeastward from the region south of the Great Bank of Newfoundland is independent of the Gulf Stream, and is now usually called the North Atlantic Current or the European Current. This is the current which washes the coasts of Europe and fills the seas and channels adjacent to our islands.

"It is not, however, merely a question whether we call the ocean waters which come to our islands from the southwest the Gulf Stream, Gulf Stream Drift, or European Current. The main point is that our climate advantages must not be ascribed so much to warm water as to wind. The mild winters of our western coasts are not due to the heating of air by contact with a surface of warm water brought by a current from warmer regions but to the fact that the air itself has come from these warmer regions, and is charged with abundant moisture which sets free vast quantities of heat when the vapor is condensed to form rain.

"The effective cause of oceanic circulation is wind-action. The trade winds give rise to the great equatorial currents and tend to heap up ocean waters on the eastern sides of continental masses. The Gulf Stream is a current by which some of this heaped-up water in the Atlantic escapes northward, but it is really nothing but a rill of warm water compared with the depths of the ocean below it.

"There is a prevailing drift of the atmosphere eastward and northeastward over the North Atlantic, and this causes the entire surface of the ocean north of the region of the trade winds to have a general movement toward the northeast. The aerial currents which produce this movement also distribute over Europe the heat they have derived from lower latitudes.

"The predominant winds in these islands are southwest and west, and these are also the rainiest. In water the most rainy districts are in general the warmest, so that the air grows warmer from east to west, thus indicating that the chief source of heat is then the relatively warm wind blowing from the Atlantic.

"Thus it happens that London has the same mean average temperature—about fifty-one degrees as Philadelphia, which is 750 miles nearer the equator, and Edinburgh is warmer on the average than Halifax, Nova Scotia, which is 700 miles to the southward.

"'The Gulf Stream fallacy' has been exposed over and over again; yet people accept it to-day almost as confidently as they did in the days of my youth, when a common subject of discussion at debating societies was that of the influence which a Panama Canal would have upon the climate of the British Isles by the supposed diversion which it would effect upon the direction of the stream."

The Standard of the World

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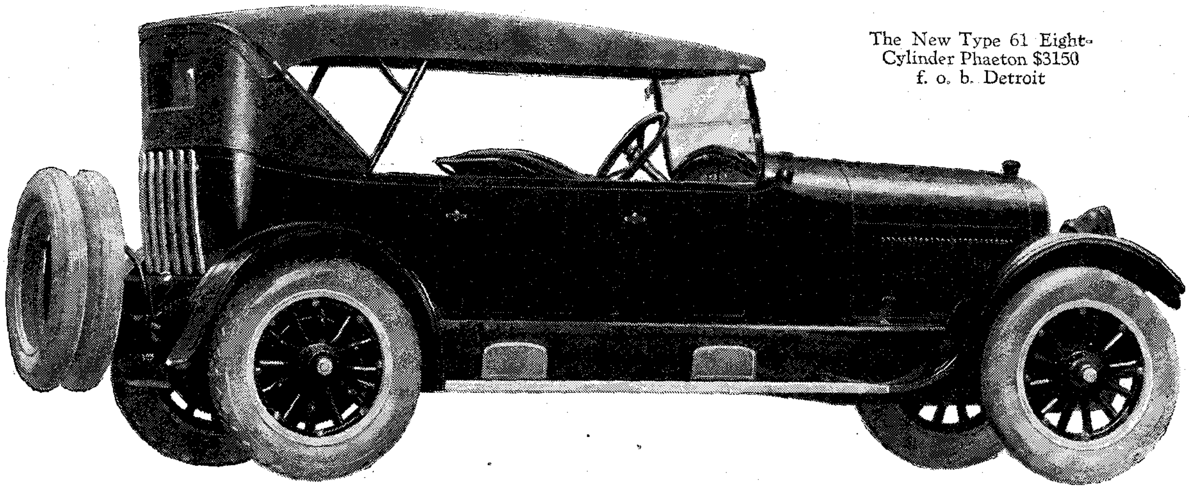

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"COLOR LINES" AMONG THE COLORED PEOPLE

THE "COLOR LINE" HAS BEEN CALLED "the crowning disgrace of our democracy," and the fact that it still exists, in spite of the Constitution's ringing words about "without distinction on account of race, color or previous condition of servitude," is the subject for many recriminations, especially by negroes. Yet a recent investigator of the subject regrets that "the negro race fails to observe even the shadow of consistency, and draws perhaps more rigid color lines within its own ranks than the white brother does on the outside." The writer, Y. Andrew Roberson, is a colored man, and presumably writes from an exceptionally thorough experience. He calls the country to witness, through the pages of *Leslie's Illustrated Weekly*, that, whereas the white man everywhere draws but one color line, "when the negro takes his brush in hand he draws a hundred—especially in the South." He specifies the South, says Mr. Roberson, because—

VARYING SHADES ALONG THE COLOR LINE.

These personable young persons are members of the "Shuffle Along" Company, a group of colored players well known in New York City.

The great bulk of the negroes live there and will continue to do so, all things notwithstanding. Also because outside of Dixie, the "colored" lines, if they do absolutely fade out, merge into lines of education, occupation and wealth, while in the South these attainments only serve to give new twists to the color lines which the negroes draw among themselves.

With few exceptions the other sections of the country know the race only in its capacity of hall-boy, janitor, porter, waiter, laundress, maid or seamstress. As such, like the sons of Melchizedek, it serves and disappears and its employers have no more real idea of how its members spend their time "off" than if they were beings from another planet. Even in Dixie this is true, but to a much less extent. The servant classes of negroes, of course, exist in even greater numbers in the South than elsewhere—but there are other classes there that are seldom met with outside of the land of cotton, and it is among these classes that most of the "colored" lines are drawn.

Have you, for instance, ever met a negro banker, oil magnate or millionaire insurance operator? Have you ever shaken hands with a colored painter, poet, composer or novelist? Do you know any negro farmer who counts his acres by the thousand and his live stock by the hundreds? It is hardly likely, unless you did so in Dixie where there are many such folks, as well as thousands of men and women of the negro race in all the professions. Naturally these people have some sort of social life, and it is vastly different from the sort of thing that prevails in other parts of the country, and that brings a smile of tolerant amusement to your face at the very mention of negro "society." You are more than likely to recall the tales your washerwoman told you of the "scrumptious" time she had at the bellhops' ball. Maybe she did have a good time, but that is not saying that she was out in the real "Darktown" society. Whether or not she *could* break in depends on a great many things and, strange to say, *color* is one.

The daughter of a negro banker would be just as likely to go out doing housework by the day as her white prototype—perhaps less. Now there would be about one chance in a million of a white banker's daughter meeting a laundress on a footing of social equality, but owing to the negro's peculiar ideas about color, your laundress may have a much better chance. At the same time the unwritten rules that govern negro circles may put the up-stairs maid of your neighbor altogether out of the running.

Color will have its say here, the writer declares, as well a education and texture of hair and money. Down in Dixie, he reports:

Negro society is, like Cæsar's Gaul, divided into three parts: Yellows, Browns and Blacks, in the order named so far as social importance goes. The first includes types ranging from those whose blood is an even mixture of white and black to those whose veins hold only one drop of black blood in eight. Perhaps you know that there are hundreds of thousands of negroes who are as fair as any Swede, and in many cases just as blue-eyed and yellow-haired. This, because the world decrees that a single drop of black blood makes a negro, and consequently, as the late Booker Washington put it, "they fall to our pile." These mulattoes—I include them all in the term—regard themselves in much the same way as do white Americans whose ancestors came over on the *Mayflower*, setting themselves up as arbiters of things social. They form cliques to which the other two divisions are admitted only by wealth, or education. The first will secure the same sort of toleration for its owners in Negrodom as it will in white circles, but the latter will cause the blacks to be treated as tho they were black as the result of some unfortunate oversight.

There are reasons for this "uppish" attitude on the part of the mulattoes that are the result of long years of thinking along certain lines, one might almost say, along a certain groove. During slavery times they were often the sons and daughters of their masters who, of course, were partial to them and saw to it that they were employed around the "Big House" where the tasks were light. In short, they were personal servants and their training as such stood them in good stead in case they were sold. Also their food and clothing were better than that enjoyed by their black brothers and sisters, who toiled with horny hands in the fields.

Thus the mulattoes were brought up in the very shadow of the courtly airs and graces of the Southern aristocracy and soon learned to ape them. Like a valet in his master's suit, they thought themselves very fine indeed and much superior to the aforesaid laborers. The masters themselves in their reverence for blood and birth could not quite rid themselves of the idea that these light-colored negroes *were* a trifle better than the rest of the slaves, for did they not have the South's finest blood in their veins?

At any rate, one of these golden-skinned slave girls would have as soon thought of marrying a black field hand as her proud mistress would have considered wedding a poor white. It was a long, long way from the "Big House" to the field hand's quarters, but this distance freedom was to shorten to a mere step.

The ending of slavery gave the black man a chance to use his splendid muscles for himself and to own some of the land he knew so well how to till. The South was poor after the war and few of the aristocrats were able to keep up a large retinue of personal servants. This was hard on the mulattoes, who found their training a drug on the market. Many of them went North; others continued to live in the South on land given them by generous relations (?) and many more jumped at the chance to marry the hitherto despised black men who were such good workers when that attribute meant much. In justice it must be said that the men proved themselves quite athletic in the business of jumping—meeting the girls half-way at least. They had long cast fond glances at the tawny-skinned maids, and there is an old melody that runs,

> *"I wish I had a nickel,*
> *I wish I had a dime,*
> *I wish I had a yellow gal,*
> *I'd kiss her all the time."*

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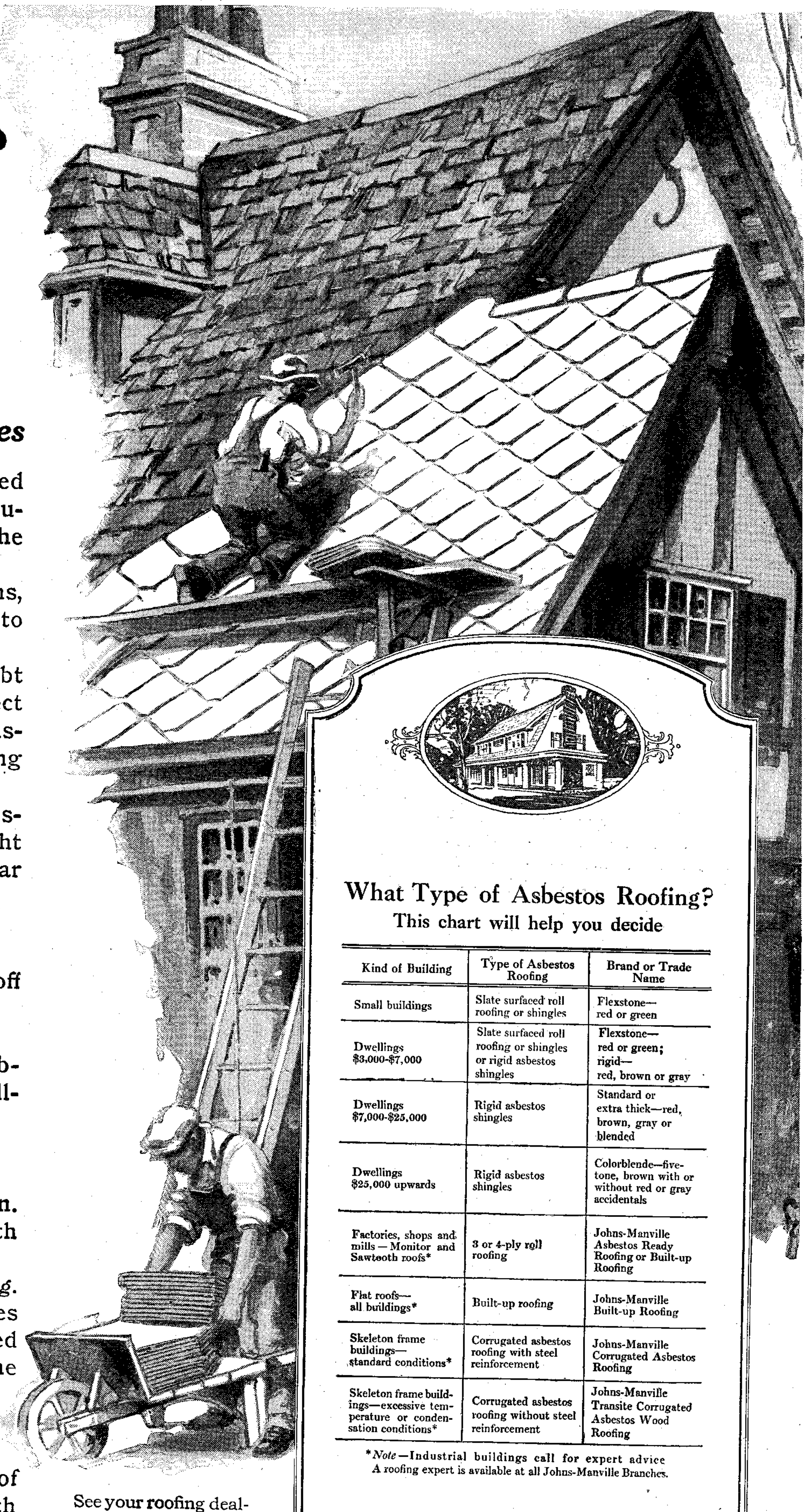

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Dwellings $7,000-$25,000	Rigid asbestos shingles	Standard or extra thick—red, brown, gray or blended
Dwellings $25,000 upwards	Rigid asbestos shingles	Colorblende—five-tone, brown with or without red or gray accidentals
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Skeleton frame buildings—excessive temperature or condensation conditions*	Corrugated asbestos roofing without steel reinforcement	Johns-Manville Transite Corrugated Asbestos Wood Roofing

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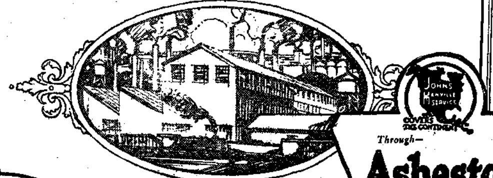

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From the union of these two color divisions, we are told, the race got a new color that, "for intelligence and downright physical beauty in the women is superior to either of the others, for such is the origin of the 'brown skins.'" Mr. Roberson goes on to explain:

The term as the negro applies it is a broad one, ranging all the way from some who in color barely miss being mulatto, through that most wonderful of all shades, that the French call *café au lait*, to "stove pan" and "midnight" browns, which are brown by courtesy only and are usually applied in ridicule to persons who by using a great deal of face powder are able to pass as very dark browns under artificial light. When daylight comes they, like Cinderella, must go back into the ranks of the blacks.

The social status of the particular browns known as "high-browns" is scarcely different from that of the mulattoes. By this term the negro usually means one whose color is a very light brown and whose hair is straight, but not so coarse-grained as that of the mulatto. That is the usual meaning, but some times they have the hair without the color, and vice versa. They are accepted everywhere as equals and quite often some of the girls are blest with so great a measure of beauty that by their popularity they are able to oust the mulatto girls as favorites. An indication of the way they are regarded may be gleaned from the following verse of a once much-sung collection, featured around the levee camps and dance-halls:

> "*The high yaller gals ride in automobiles,*
> *The high-browns ride the trains,*
> *Poor black gals ride old gray mules,*
> *But she gets there just the same.*"

The words were frequently made up as the entertainer went along and sung to the tune of "All Night Long." The sentiment was always that in spite of a rough deal the black girl "got there just the same." In this there is more truth than poetry, because it is a fact that the average black girl, given the same training, will go her lighter colored sister one better on anything from baking a pie to rendering the "Moonlight Sonata." Also black men are to a great extent the race's leaders in business—the trades and professions as well as religion.

If one should at random pick out a dozen names that stand high in the negro world, seven of them would belong to black men. Then look at the wives of the seven, and six of them will be either high-brown or mulatto. In the South a light colored wife is the black business man's badge of success, because it takes money to bring such a marriage about.

The mulatto women look with favor on such matches, feeling that the darker her spouse is the more credit he will allow for straight hair and pink cheeks. They go through life with a pleasant feeling of having married beneath themselves, but this they are careful to hide, for the spouse is constantly watching for signs of it. If there are children, they go to swell the ranks of the browns, of which there are eight recognized shades, namely: *high, pleasing, teasing, tantalizing, bronze, chocolate, midnight* and *stove pan*. The last two being, as I said, brown by courtesy only.

Courtesy of "Leslie's Weekly."

A TYPE THAT RISES.

The pure negro strain, we are told, has produced more leaders than any of the mixtures.

A PATRICIAN.

The "yellows" and "high-browns" are much admired. The types are often seen among the Creoles of Louisiana.

Louisiana has more ramifications of the "colored" lines than any other State, largely because a great part of the negro population there speak a French *patois*. They call themselves Creoles, and are almost without exception Catholics and mostly mulatto. Since the Catholic Church draws no color line, they are accustomed to worship in the same church as the whites, and from such a little thing as that they form the idea that they are better than the rest of the negroes, including the other mulattoes.

Of all America's negro population some of these Creoles have perhaps a better foundation for their pretensions than any others. This is because many of the older families among them were never slaves in the United States but migrated from the West Indies where they were honorable descendants of French planters. The so-called Creoles form the bulk of the brick masons and bakers trades in Louisiana. This is the one class of mulattoes into which black men seldom marry, altho mingling freely socially. The Church is the main barrier, and if the parents are of what is called "old stock," this is another barrier. I have known a member of one of them to attempt to throw a fit when one of his daughters made known her desire to wed a black man who had been her classmate at college. The Creoles are very clannish in all ways, and particularly when it comes to marrying.

There are no Catholic schools of higher education open to them in the State of Louisiana, so they mostly attend a certain college in New Orleans, where a black face is seldom seen. The few seen are usually the sons of wealthy black planters who are Catholics. A black girl, no matter what her faith or wealth, would find life there intolerable. The graduates of this school are generally regarded as being well versed in little save the social graces and manners.

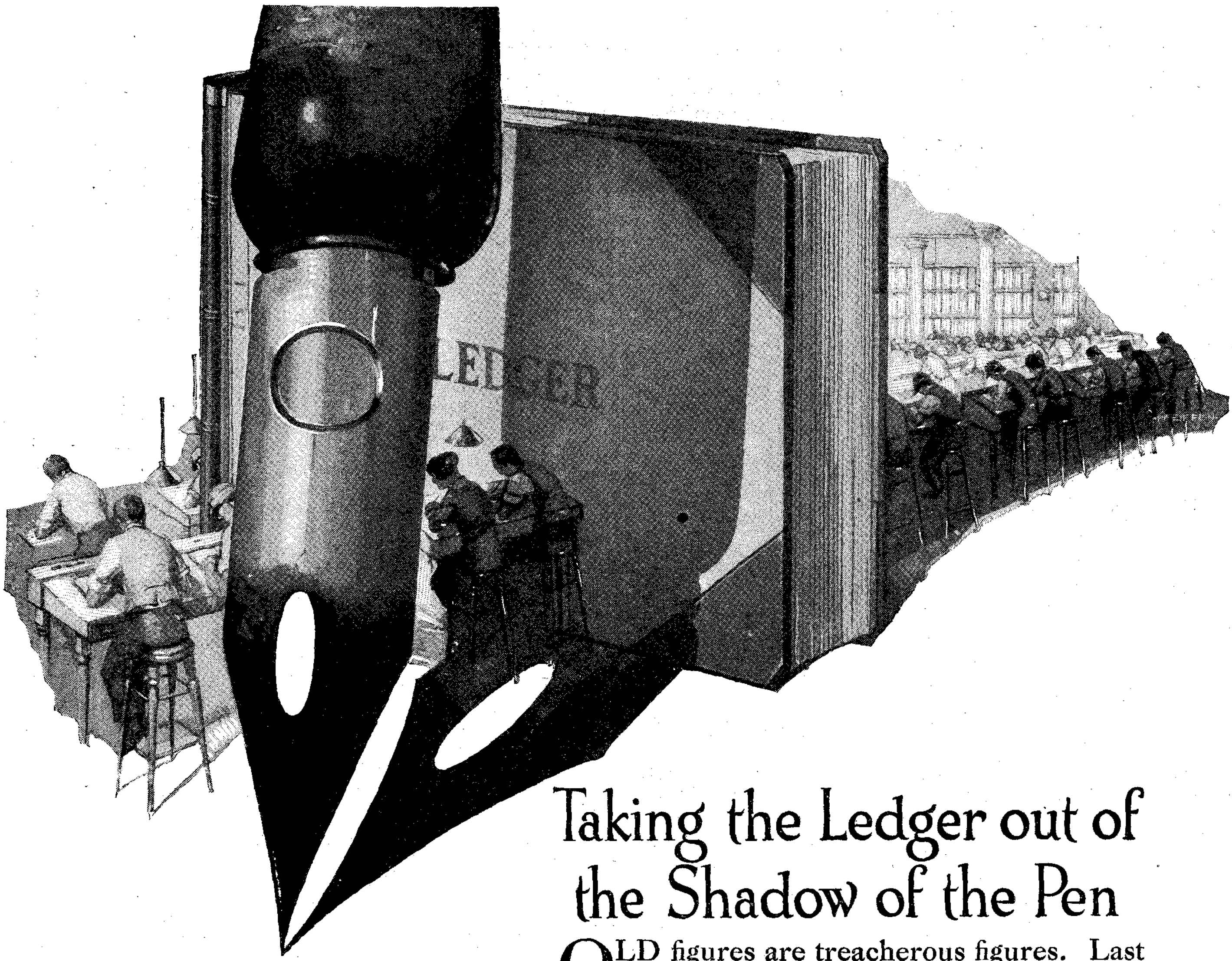
Outside of Dixie the negros' color lines fade out, because they are mostly working folk, and one chauffeur is as good as another, and a butler as good as either a policeman or bellhop. If there are enough negroes in a city to support a few negro professional men the latter must not be snobbish, or away goes their business. It is not like in the South where negroes are more or less forced to patronize their own merchants, lawyers and doctors. There are other differences, too.

Attend a negro dance in the West, for instance, and ask the nearest man who the girl in the blue frock is who just whirled by and smiled at you and ten-to-one he will not know. Ask the same sort of question in the South under the same circumstances and you will not only learn her name but her father's business, her age, what school she attends, who her admirers are, their chances of winning her, where she spent her last vacation, who makes her dresses, the size of her shoe, what she had for dinner, and sometimes whether or not her appetite was good. In Dixie every one knows every one else, or will before going very far with them socially. Therein is the reason for the South's social cliques—both white and black.

In any other part of the country "colored" lines would be something less than silly. Like all indications of caste, they require some tradition and enough of a leisure class or a class having genteel employment to entertain itself. A little more race pride is the remedy.

DANCER AND SINGER.

Like the girl on the opposite side of the page, she benefits by the color lines drawn inside the "color line."



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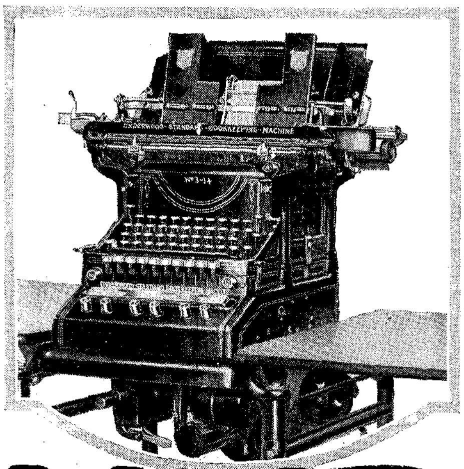

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BOLSHEVISM'S CURSE ON RUSSIAN CULTURE

WERE ONE OF THE OLD PROPHETS OF ISRAEL writing about the present miseries of Russia's aristocratic and intellectual classes, he might call their lot a fit retribution for their "hardness of heart" in the old days. They are certainly suffering now, says Jerome Davis, recently a member of the American Relief Staff in Russia, most of the evils that a good Old Testament prophet was accustomed to call down on his own perverse generation. Some have been killed, others have joined the various counter-revolutionary movements, and in the end have fled before the advance of the Red armies to other lands. It is said that there are over 2,000,000 such Russians on foreign soil—in Constantinople, princesses are working in restaurants, nobles toil as day laborers in factories, and army officers clean the streets. Besides these exile groups, however, an unhappy remnant of the so-called cultured classes is still trying to exist in Soviet Russia. The Bolsheviki present evidence that these classes are no worse off than everybody else in the disordered Russia of to-day. From one point of view, there is even a certain amount of poetic justice in the present degradation of the former rulers. To-day, says Mr. Davis, members of the nobility themselves confess that they never realized what a peasant must have had to bear in the old days until they themselves were in a similar position. "Now we understand why a peasant in need of food would steal," they say. "We are quite ready to do the same thing ourselves."

Wide World Photo.

BRUSILOFF AT WORK FOR THE SOVIETS.

Since the days when he was Russia's most famous general, the old leader has fallen upon hard times. It is said that he is experiencing semi-starvation, along with most other Russian "comrades."

Mr. Davis, a member of the Department of Sociology of Dartmouth College, was especially interested in the sufferings of these cultured classes, and he presents a number of "typical cases" in *Current History* (New York). He begins with General Brusiloff, one of the most popular of Russian military leaders remaining in the country, who has been cooperating with the Bolsheviks to the extent of serving on their military committee. He feels, says Mr. Davis, that foreign military intervention is a big mistake, and has gladly done what he could to repel invasions, such as that of the Poles. In view of this work one would naturally expect that he would be comparatively well off and comfortable, but as a matter of fact, we are told:

> His salary, including the food given by the Government, is not sufficient to meet the needs of his family, hence he has been forced to sell the family furniture and jewelry piece by piece. To-day he is living in a small flat with borrowed furniture. The old family servant refuses to do more than prepare the noonday meal, and for this demands her board, no mean requirement in the Russia of the Bolsheviks. All the work of cleaning the floors and washing the clothes has now to be done by Mrs. Brusiloff, whose hands clearly show the results of such unaccustomed labor.
>
> I took dinner with the family. The meal consisted of a thin vegetable soup, black bread, cucumbers and tea. Yet it must be remembered that General Brusiloff is well taken care of, compared with many army officers. He has served on the military commissions. To-day in a period of peace he is at the head of a commission to conserve the horses and cattle still remaining in Russia. As a matter of fact, the Government is giving him unusual consideration, yet he is still unable to live without selling his personal belongings. What about others?

The writer presents the case of Princess S. Before the war she lived in a palace with a retinue of servants and governesses. She had four automobiles entirely at her command. When the Bolsheviks seized the power—

> Her home and personal belongings were confiscated. Her husband was at last forced to secure a position in one of the Soviet departments, and the family, including two small children, found themselves in a three-room flat. In 1919 her husband was ordered to make a trip to Kiev on Soviet business. While there he contracted typhus and died without seeing his wife.
>
> Never having learned to support herself, the wife was soon on the verge of starvation. After an anxious period, during which she sold even the rings from her fingers, she appealed to the peasants on her old estate, who consented to grant their former mistress a small plot of land. With her own hands she tilled the soil and planted potatoes. When these were large enough, she—a former Princess—dug and carried them, on her own back, to the railroad station. There she took her place along with the peasants in the crowded third-class cars, perhaps even standing on the platform in winter when she was not successful in pushing her way inside. Arrived at Moscow, she had still to walk with her burden clear across the city to the market, where she stood all day selling her product. She now lives in a one-room attic, which even the Soviet officials themselves said was not worth requisitioning. Thus her life drags on. One of her two children has died as a result of the hardship endured, but the mother still has the other to live for.

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AS THE CZAR'S GENERAL.

Brusiloff in the days, during the early part of the Great War, when his victories over the Austrians carried his fame around the world.

> Another typical case is that of the wife of a very wealthy political leader who had fled from Soviet Russia. She was

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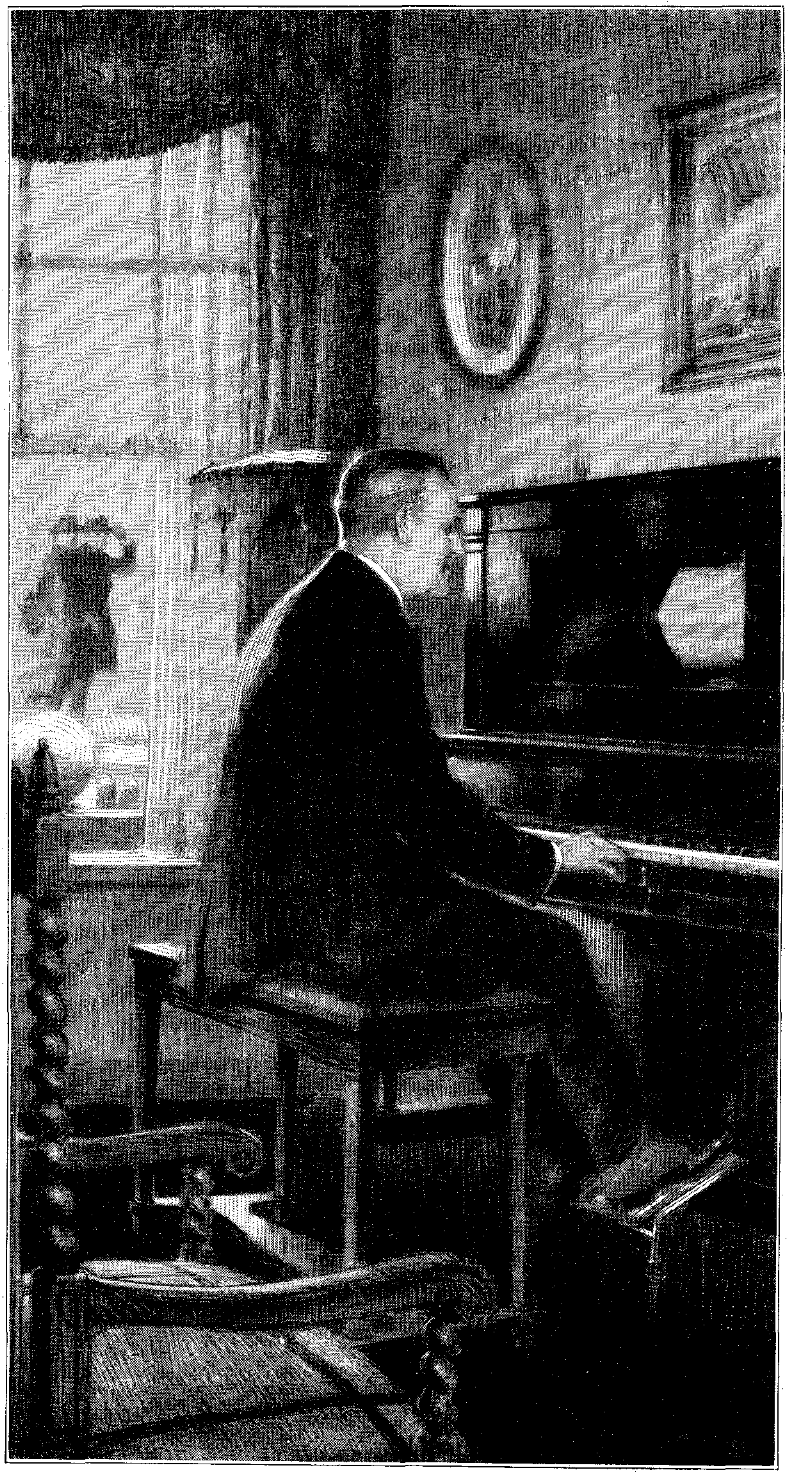

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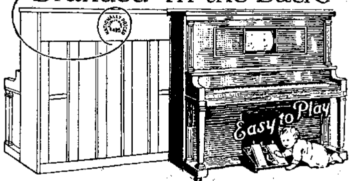

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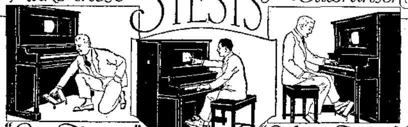

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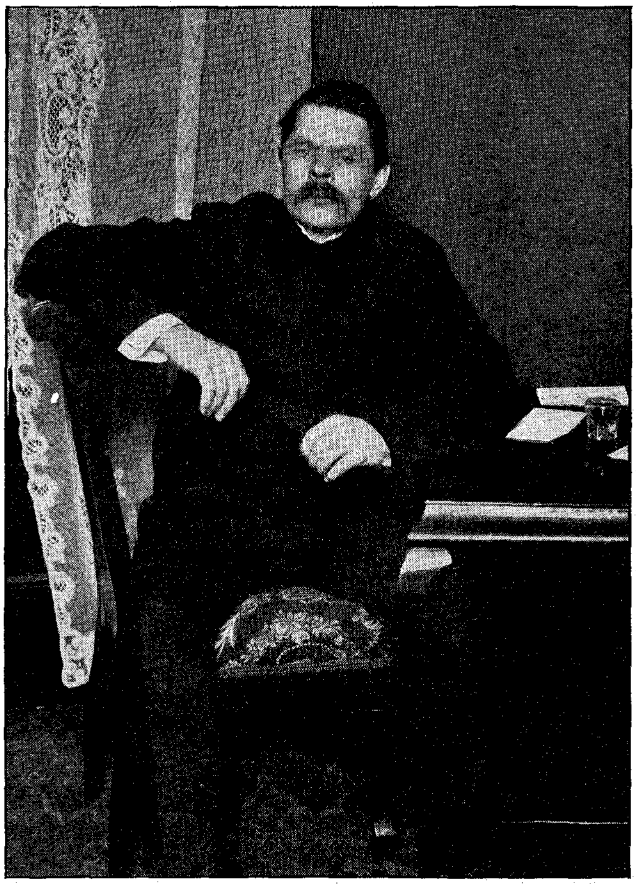
forced to accept work in the Government as a translator, and for this received at first 2,000 and later 4,000 rubles a month. This is just about the cost of one pound of black bread on the market. The advantages of a position in Soviet Russia, however, do not depend upon the salary, but on the *pyok* or food ration given by the Government. Indeed, the amount of the *pyok* is the chief criterion of the importance of one's occupation, and people scheme for weeks and months to obtain a position with a larger *pyok*. The position of this lady, who was exceptionally proficient in four languages—English, German, French and Russian—was supposed to be especially good because of the *pyok*. Yet this is all it consisted of each month: One pound of sugar, eighteen pounds of flour with an additional twelve pounds for each member of the family under sixteen years, three pounds of *kasha* or barley, two boxes of matches, one-half pound of soap, and apples and potatoes in substantial quantities. In addition three-quarters of a pound of black bread could be secured every two days.



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GORKY TWENTY YEARS AGO.

The Russian writer and radical is shown in this picture as he looked at about the time when he visited America.

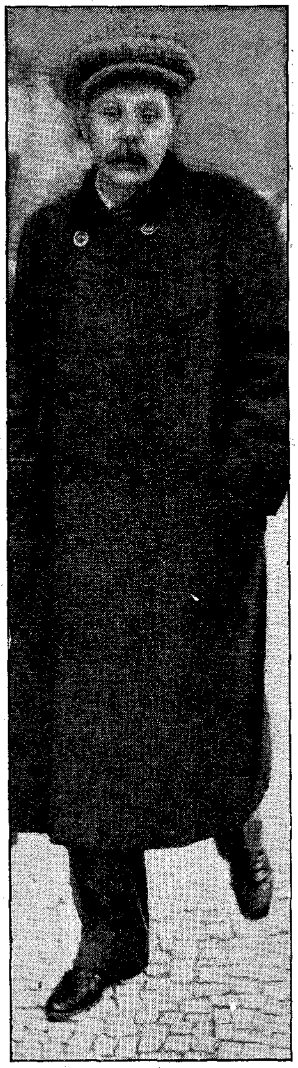
It is obvious that this is little more than the barest subsistence diet, yet the salary for one month was hardly more than enough to purchase a pound of black bread on the open market. It was quite inadequate to buy any article of clothing.

The case of the doctors, whose vital importance is recognized even by the Bolsheviks, is said to be quite as bad. The following is given as "one concrete illustration":

Doctor V., in the Czar's régime, had an immense practise and was worth over a million rubles. When the Bolsheviks took the power, his home and summer estate were nationalized, so that he lost everything. Altho he was about 60 years of age and found it difficult to adjust himself to a Communist Government, he continued to serve as a physician in one of the Bolshevist hospitals. For this work he received enough money to pay for three rooms. During the civil war he was commandeered to one of the base hospitals which served the Red Army, and had to leave his wife in Voronezh. During the protracted absence she was stricken by disease and her husband was unable to reach her before she died. To-day he continues to work in a hospital, receiving enough to pay for black bread, vegetables, and occasionally a little meat; but life for him is at best a dreary thing.

The practise of the law we usually consider a necessary profession in any country, but in Soviet Russia this is not true in the old way. As a consequence, the lawyers who still remain there are serving in various departments of the Government as, for example, that of food or commerce. Many of them have been able to live in comparative comfort through speculation, altho that has been hazardous until the recent decree permitting free trade. For the most part that speculation has consisted in buying food supplies on the market and selling them later at a profit. There is also a brisk trade in property rights which would be valid under the old régime. Some believe that under another Government these will be recognized. One man showed me a bank draft for 1,000,000 rubles on the Azofski-Donski Bank, one of the largest institutions of its kind in Czarist Russia, which he had purchased for £2 and expected to sell for double the sum. Another had purchased the rights to the building in which the Moscow Soviet holds its meetings. He said that he did not expect that the Soviet would be ousted, but intended to sell the paper at a profit. It is obvious that the speculators gain by these transactions, whether or not the Bolsheviks are overthrown.

Nearly all the lawyers are clever enough to get ahead by some means or other under the Bolsheviks. For example, one told me that he had a two years' supply of flour saved up. "Of course," he said, "I keep it elsewhere." The Bolsheviks have finally realized that for the present, at least, they can not get enough flour to provide for the needs of all the people, nor even for those who work in their own departments. In consequence, they urge each Soviet department to organize its own coöperative and secure its own supply of bread as best it can. This affords an opportunity for a trained lawyer to use his skill. One showed me a handful of gold coins, which he had worked six months to secure. With these he would go down to Kiev with a special railroad car and purchase flour and incidentally feather his own nest. Naturally, all the lawyers are not as successful as this one. For most of them conditions have been so difficult that they, too, have been forced to sell their personal possessions one by one.



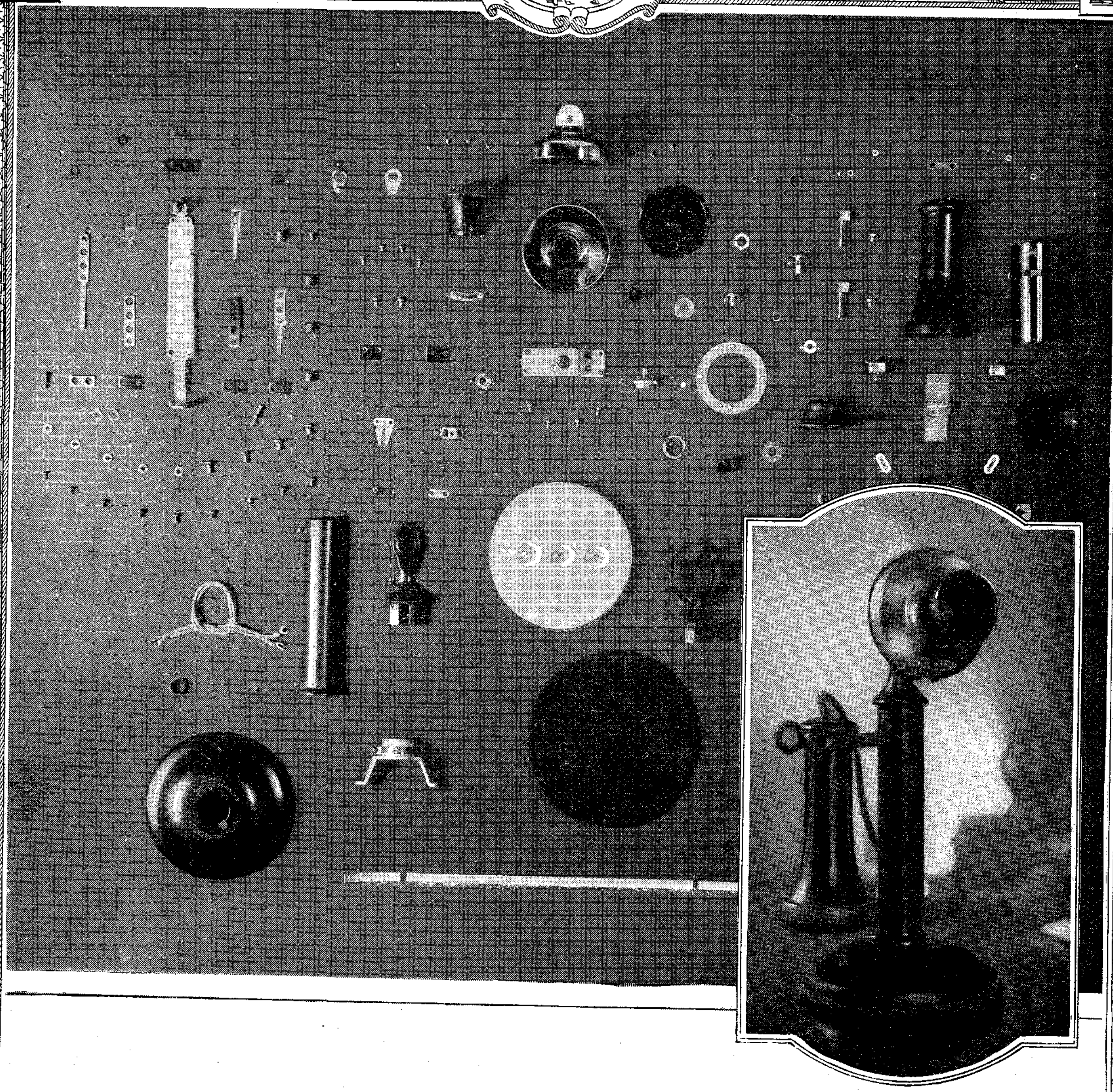
World Wide Photo.

HE ASKS FOR AID.

Gorky, now in Berlin, is endeavoring to collect funds for the "intellectuals" of Russia.

The Bolsheviks have placed the teachers in a category entitling them to the best *pyok*. They are supposed to get as much as the most favored class. Nevertheless, they are having an extremely hard time. Those who are clever enough to do so receive several *pyoks*. The trick is accomplished by accepting more than one position at the same time. For example—

One prominent professor, altho opposed to the Bolsheviks, serves in five or six places and earns a salary of 500,000 rubles a month, or 6,000,000 rubles a year. At the peacetime rate of exchange this would equal $3,000,000, but at present it is the equivalent of only $220 annually, a sum which scarcely pays for living expenses. Besides the money his *pyok* yields four pounds of bread each week, and, each month, two and one-half pounds of sugar, seven pounds barley or beans, one-half pound of tea and two pounds of lard. In addition, his relatives who live with him—an elderly lady, a mother with two young children, and a girl of 16—receive jointly two and one-half times the above rations. This professor also has a sister who is ill in the tuberculosis hospital. Owing to the inadequacy of the food given the patients, a supplementary ration costing about 20,000 rubles a day must



Yet all these parts make just one telephone

To most people a telephone is merely a place to talk into and a thing that you hold to your ear. As a matter of fact two hundred and one separate parts are needed to make one telephone.

This complexity calls for an accuracy in construction comparable with that demanded by the finest watch. Remarkable precision is necessary because your telephone must catch a most elusive thing—the subtle differences in inflection of the human voice.

To build such an instrument takes skill. The ability to make it better and better as the standards necessarily became higher was achieved only through years of accumulated experience.

The Western Electric Company has been making telephones since 1877—one year after the telephone was invented.

Western Electric

Since 1869 Makers of Electrical Equipment be supplied by her brother. His extra food supplies are purchased from the cooperative, which is still functioning, and his monthly bill from this source averages 300,000 rubles. The result is that he also is compelled to sell some personal belongings from time to time to meet his obligations, altho his position is far better than that of the ordinary teacher.

The great majority are struggling along with a salary of only a few thousand a month and almost a starvation food ration. They are living in one or two rooms, most meagerly furnished. Many of them have developed tuberculosis and, being unable to obtain proper care, have died. To cite but one illustration: The fiancée of one doctor contracted the disease chiefly on account of her meager food supply. Because of his position he was able to send her to the Crimea for recuperation. In the course of the slow railroad journey, traveling in cars which were crowded with a conglomeration of peasants and soldiers, she caught typhus and died before reaching her destination.

As has been intimated, others who are more fortunate, or perhaps brighter and more forceful, hold more than one position. For example, one unusually capable woman teacher holds three. She assists a professor in the radio laboratory from 8 to 12 at night, for which her salary is 17,500 a month. During the day she works in the Radio Commission, and for this receives 17,600. In the afternoon from 4 to 6 she serves in the library at a compensation of 18,000. Her total salary, therefore, is 53,100 rubles a month. Unfortunately, the payments are not always regular; for the work in the library, altho she served from April to June, she received her salary for only one month—June. But much more important than her salary is the food ration. Of the three positions, the library gives by far the best *pyok*. It consists of two and one-half pounds of sugar, four pounds of barley, one pound of cottonseed oil, six pounds of dried fish a month and one and one-half pounds of bread daily. In spite of the combined income from three positions, she uses part of her Sundays to bake small cakes, which she sells on the streets in order to obtain additional funds for new shoes and clothing. And yet the ordinary individual must live on one *pyok!* The result is that he must accept one of the following alternatives: fill two or three extra positions and thereby work twelve to sixteen hours a day, be a speculator, or take part in illegal transactions.

One American, who had been imprisoned by the Bolsheviks and was later released, worked for a time in one of the Government departments. He found it impossible to live on the ration he received, so he managed to secure an extra food card through deception, and daily received two dinners. This is typical of existing conditions in Soviet Russia. The food *pyok* and the salary are so small that, in order to live, men are almost forced to become dishonest. Another result is that many of the professional men desert their professions for work where the possibilities of food supply are better. Thus, one capable lawyer is working as a Pullman porter, because in so doing he makes a weekly trip between Moscow and Latvia, and is able to bring his family food.

The best of the intellectuals have always gloried in their task. To-day they have been stript in large part of all their former luxuries and enjoyments; at the same time they do not get much satisfaction from their work. They do not feel that it is achieving anything worth while. This fact causes perhaps the greatest mental suffering to the intellectual classes in Russia, and thousands have as a consequence fled the country. Other thousands have succumbed to tuberculosis, typhus and cholera. It takes unusual heroism to endure under such conditions.

These are some of the things that I saw with my own eyes last summer in Russia. Since returning to this country I have received from Maxim Gorky the following appeal, which speaks for itself, and which throws further light on the tragedy of all educated people in Russia:

To the Generous Heart of America:

I feel sure that without contradiction you will all agree that the most precious treasure of humanity is intellectual power and scientific discovery, and that the most valuable people of the world are the leaders in scientific thought. The culture of the United States and of Europe is indebted to them for its present strength and beauty.

Permit me to call your attention to the fact that a considerable number of such leaders, the group of Russian scientists who have helped to develop the world's discoveries and culture, are now, because of the famine, facing death.

Their situation is becoming more and more tragic. I will not dwell on the general condition of life in Russia, but I wish to point out that during the last four years Russian scientists have suffered great poverty and famine; their condition is so critical that some already have been attacked by disease and have perished.

Reestablishment of free trade in Russia can not improve the condition of Russian scientists, because the fact of the high cost of provisions, the shortage of necessary food and, above all, their poverty, will remain. Even now the Soviet Government is unable to pay, when due, their wages, and since August they have not received any salary payments.

Starvation is rapidly spreading among them, and the time is not far off when they will be compelled to die by the score. To save their lives, the lives of the best minds of Russia, immediate help in the form of food is indispensable.

It is absolutely vital that they have flour, cereals, fats, beans and sugar. O America! this is not a beggar's plea; it is only a human cry, an appeal to people who know that science is the foundation of culture and that only the work of science is, in the last analysis, international and universal.

Notwithstanding the hard conditions of life during the war and the revolution, the Russian scientists have tenaciously clung to their work. Members of the Academy of Science and the educational societies, as well as individual scholars, have written and prepared for publication results of the most valuable research work, which undoubtedly has great social importance for humanity.

Of such manuscripts there are now ready for the press what would approximate 20,000 printed pages. All these works can not be published in Russia because of the shortage of money and technical supplies. Dear people of the United States, you would render a very great service to humanity by establishing a fund for the publication of these works of the Russian scientists. They would enrich the world with a considerable amount of new knowledge in every branch of science.

It is not my right to discuss the methods for the practical realization of this idea, but it seems to me that its accomplishment would afford a unique opportunity for all the cultured world to feel its intellectual solidarity.

For you citizens of the wealthiest land, who have proved yourselves capable of achieving such wonderful material prosperity, the making real of this idea should be easy and simple. I can not believe that this appeal to you will result only in silence for Russia.
MAXIM GORKY.

[Maxim Gorky's address is "Pension Stellinger, Augsburger Strasse 47, Berlin, Germany."]

ONLY HALF A MILLION RETURNED BY SWINDLERS OF THE GOVERNMENT

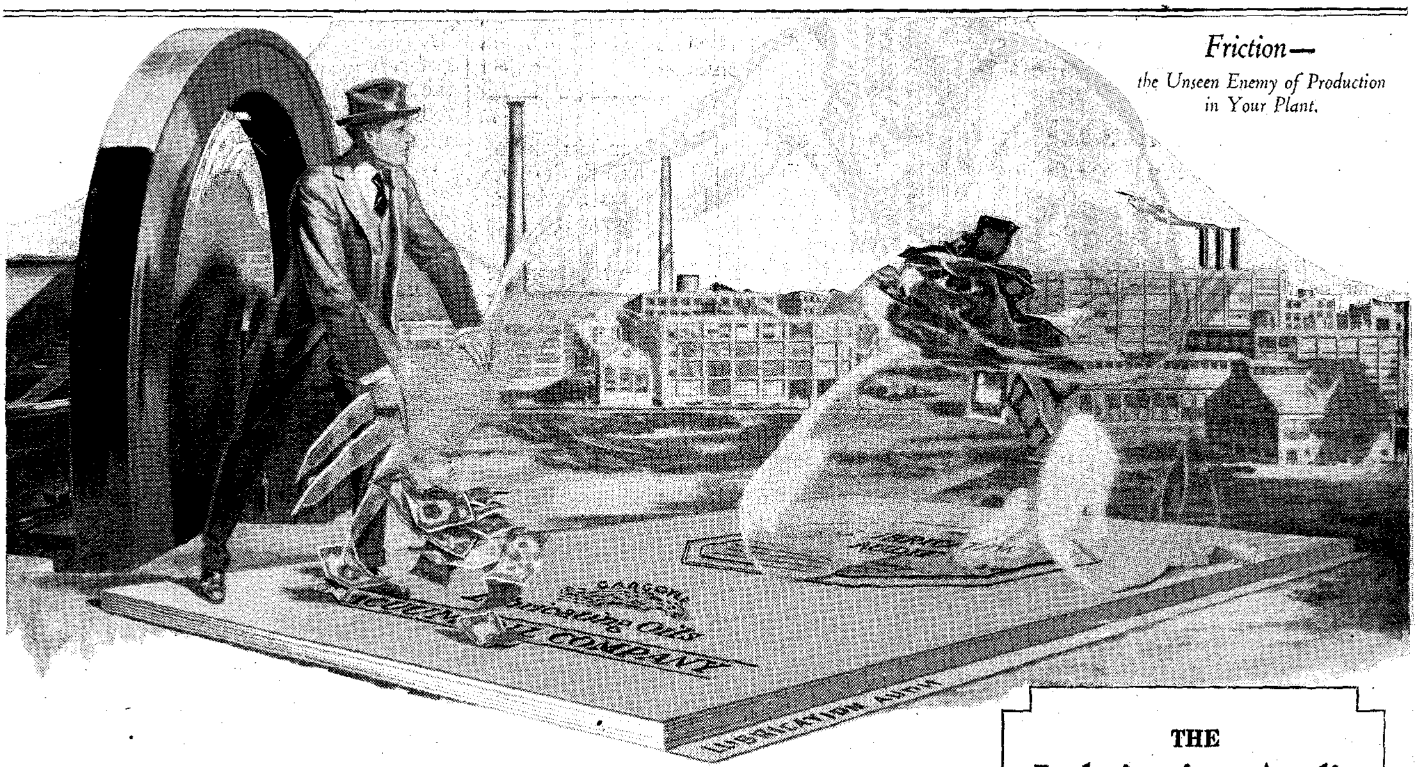
ONLY A LITTLE OVER HALF A MILLION DOLLARS, $541,528.59 to be exact, have been sent to the Government by anonymous persons who felt that they owed the money. None of it, it may be noted, has been credited by the Washington tabulators as coming from either profiteers or income-tax dodgers. One man, in the long history of the so-called "Conscience Fund," sent in sums aggregating $80,000, four times the amount, he said, which he had stolen from the Government years before. The largest single contribution was $30,000, sent by this anonymous ex-thief to complete his four-fold reparation. The smallest amount ever received was two cents. The fund has been in existence since 1811, writes Alexander Stoddart in the New York *Evening Post*, when, during the administration of Madison, a person who did not give his name sent $5 to the United States Government, saying that he owed that sum to the nation. A bookkeeper pondered a long time over the letter, and finally had a happy inspiration. He credited it to "conscience," and that was the beginning. Before the close of Madison's administration—

The fund reached a total of $250. And there has never been a year since then, with the exceptions of the Monroe Adminstration and the year 1848, when some conscience contribution was not received.

The amounts have ranged from two cents to $30,000. The largest contributions came in during the administrations of Roosevelt and Wilson. During the seven years of Roosevelt the Government received $100,160.70 and during the eight years of Wilson $106,084.66.

The war profiteers' consciences have proved no more tender than would be expected. In 1917 there was returned to the Government $4,424.38 in conscience money. But in 1916, before we entered the war, the conscience returns totaled $54,923.15, while in 1918 only $4,089.21 was returned. For the last three years the figures are: 1919, $11,033.01; 1920, $19,379.13, and 1921, $3,839.32.

The conscience fund began to grow big—$58,771.32—following



Friction—
the Unseen Enemy of Production in Your Plant.

Accept with our Compliments—

The money that Friction costs you

IF you are coming to believe that it is a costly blunder to tolerate preventable friction in your plant—a costly blunder to waste power to overcome friction—a costly blunder to pay for friction in burned-out bearings and other repairs and replacements—then you will agree with this:—

Oils keep down friction, and the oils that keep down the most friction are the oils that save the most money.

But what oils?

To help you to determine beyond question what oils will reduce the most friction in each engine and machine in your plant, we offer to make a Lubrication Audit for you without charge.

See details in column at right.

This will give you an exact picture of the lubricating conditions in your plant and the correct oils to meet those conditions.

No matter what the size of your plant, a Lubricating Audit will point the way to lower operating costs. Are these times when you can afford to be headed in the opposite direction.

After reading the column at the right, may we not send you further details about a Lubrication Audit? Kindly address nearest branch office.

GARGOYLE

Lubricating Oils

A grade for each type of service

VACUUM OIL COMPANY

THE

Lubrication Audit

EXPLAINED STEP BY STEP
(In Condensed Outline)

INSPECTION: A thoroughly experienced Vacuum Oil Company representative in co-operation with your plant engineer or superintendent makes a careful survey and record of your mechanical equipment and operating conditions.

RECOMMENDATIONS: We later specify, in a written report, the correct oil and correct application of the oil for the efficient and economical operation of each engine and machine. This report is based on:—

(1) The inspection of the machines in your plant.
(2) Your operating conditions.
(3) Our 56 years of lubricating experience with all types of mechanical equipment under all kinds of operating conditions throughout the world.
(4) Our outstanding experience in manufacturing oils for every lubricating need.

CHECKING: If, following our recommendations in this audit, you install our oils, periodical calls will be made to check up the continuance of the desired results.

FOR THE ABOVE FREE SERVICE address our nearest branch office.

Branch Offices:

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Kansas City, Kan.
Dallas

Jim Henry's Column

In Common

It is a curious thought, how different men are in mos of their ideas, aspirations and habits and yet how absolutely alike in others.

For example, tomorrow morning, between the hours of 6:45 and 7:30, about fifteen million men will stand before their mirrors in exactly the same postures, go through the same motions and accomplish about the same results, namely: they will cut down that jungle of ugliness which is everlastingly pushing out from a man's hide and overrunning the attractive contours of his face.

With this one difference. Something over two million men will enjoy the process. The other thirteen million will think thoughts they dare not express unless they are rough and uncouth, and which I cannot even hint at in this public forum.

Now, let's get down to cases and be practical and factful about this inevitable process of shaving.

We would all do away with it if women would let us. It takes time, at the best is a nuisance, and at the worst is awful.

I don't have to tell you whether or not the soap you are using is up to the job. I do tell you that, in the opinion of every man who uses it, Mennen Shaving Cream comes closer to making shaving pleasant than any other preparation ever invented.

I tell you that Mennen's exerts a peculiar influence on a beard which transforms its meanness into something approaching benevolence.

I tell you that Mennen's is so non-irritating and so packed with soothing lotions that all you need afterwards is a flick of neutral-toned Mennen Talcum for Men to put you at peace with the world. Our Talcum for Men, by the way, doesn't show the way white powder does. It is made especially for men—fine for a talcum shower after your bath to protect your skin from irritation—and soothing after a shave.

So buy them both—Mennen Shaving Cream and Mennen Talcum for Men—and solve this shaving question for good. My demonstrator tube costs 10 cents by mail.

Jim Henry
(*Mennen Salesman*)

THE MENNEN COMPANY
NEWARK, N.J. U.S.A.

MENNEN
MENNEN
SHAVING
CREAM

PERSONAL GLIMPSES
Continued

the administration of Abraham Lincoln, at the close of the Civil War and during the time that Andrew Johnson was President. During Grant's two terms it grew by more than $20,000 additional.

Money for the fund has come in from all over the world. The Rev. Prebendary Bariff, vicar of St. Giles's Church, Cripplegate, London, once sent to the United States Government $14,225.15 that had been intrusted to him by a man who had defrauded the Government. The clergyman did not reveal the identity of the sender, and Uncle Sam wrote his thanks, but did not ask that any name be revealed.

The largest sum received at one time came in when William G. McAdoo was Secretary of the Treasury. It was $30,000 in paper money in a brown envelop. There was no letter with it. There were eleven $1,000 bills, twenty-one $500 bills, and eighty-five $100 bills, which made quite an array when arranged on the desk of George R. Cooksey, Mr. McAdoo's secretary.

Later a letter was received:

"In a separate package, I am sending $30,000 to be added to the conscience fund.

"This amount makes a sum aggregating $80,000 which I have sent to the United States, or four times the amount I stole years ago.

"I have hesitated about sending all this money, because I think it does not really belong to the Government, but conscience has given me no rest until I have consummated the four-fold return, like the publican of old.

"May every thief understand the awfulness of the sin of stealing, is the sincere wish of a penitent.

"Let no one claim any of this amount on any pretext."

The letter was dated Philadelphia; the postmark showed it had been mailed in New York, as did the postmark on the envelop containing the money.

The line, "Let no one claim any of this amount on any pretext," is significant. Once in so often, when there comes a contribution to the conscience fund and the news is spread broadcast, some one tries to put in a claim to the money. Here is a case in point:

Some years ago, when a contribution of $10,000 was made, the Treasury Department received a request for the return of that sum. A woman wrote that her insane husband had sent the money while laboring under the delusion that he had defrauded the Government of that amount. She begged that the money be returned to her, explaining that it was all she had in the world. The address she gave was in Rochester. The Secret Service assigned a man to look into the matter. In Rochester he found that the woman had left a forwarding address to a town in Indiana. There he learned that instructions were left to turn over "the package" to a railroad brakeman, who was to deliver it to the woman. Caught, she confessed to the attempt to swindle. The Secret Service man talked to her severely, and on her promising never to do it again he left her to work up a conscience of her own.

Another letter was received following the announcement of this same $10,000. This letter came from a woman in an Oklahoma town, but simply asked for part of the $10,000 on the ground that it belonged to her as much as it did to the Government. "I want to buy," she wrote, "a cow, an automobile, and a set of false teeth." It is not recorded that the Government aided her.

Those who have watched the fund grow say the small amounts usually come in numbers following religious revivals, much money having followed the activities of Moody and Sankey and of Billy Sunday.

To make sure that Uncle Sam gets all the money they send, various devices are sometimes employed by the conscience-stricken. One used by some of those sending large sums is cutting the bills in two. A man who wanted to pay the Treasury Department $8,000 got eight $1,000 bills, cut them in half, and sent one set of halves to the Secretary of the Treasury, with a note saying that when he saw in the newspapers an announcement of their receipt he would send the other halves. He did.

When Dudley Field Malone was Collector of the Port of New York he received in an envelop postmarked Boston halves of three $100 bills and halves of four $50 bills. With them was a note, undated, unsigned, in pencil, saying: "For unpaid dues. Other parts sent to Washington." The Treasury Department received the other halves. The sender thus made sure that no possible dishonest man in the Government service could get away with the money.

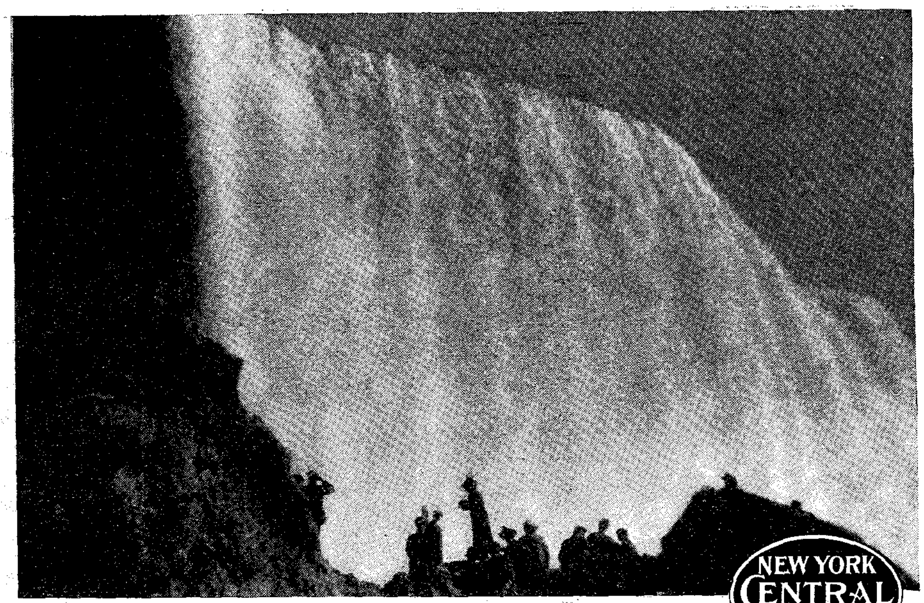
FINDING OUT WHAT AILED PREHISTORIC MAN

IT is hard enough to tell what is the matter with a man when he stands before you in the flesh, where you can thump him, feel his pulse and take his blood pressure. How can it be possible to discover the complaint of a man who died of it 1200 years before the Christian Era? No one would think of attempting it if the combined climate and arts of Egypt had not given us its mummified dead as observational material. But after all a mummy has no pulse and no respiration, and its blood pressure can not be taken because its blood stopt circulating centuries before Pericles or Alexander the Great were thought of. And yet there is to-day a science of paleopathology—of the diseases of prehistoric man. The science even ventures further back into the early geologic twilight, for Prof. Roy L. Moodie of the University of Illinois has found a dinosaur that had something the matter with his tail. For the human race, however, the Egyptian mummy is still our most reliable subject. The science of paleopathology received a great impetus, we are told by an editorial writer in *The Journal of the American Medical Association* (Chicago), when the Egyptian Government placed large amounts of mummified material in the hands of capable students about the time when the building of the great Assuan dam promised the inundation of areas of Egypt containing important burial-places. The material from these was excavated to prevent its destruction, and thus made available for investigation. We read in substance:

"For any medical man, the story of the pathology of Egypt is nothing less than fascinating. We learn that the inhabitants of the Nile Valley, the cradle of history, suffered from disease of the joints as far back as their pathology can be followed, and to a far greater degree and at a much earlier age than we now see this disease. The enthusiast on focal infection will be delighted to know that infection from the teeth was rife among these arthritics, who hobbled to their graves a few thousands of years since. The demonstration that a humpbacked priest of Ammon, 1,000 years B. C., owed his hump to Pott's disease shows how little 3,000 years have altered the behavior of tuberculosis. Pneumonia is demonstrated in these old bodies, with bacteria still in a stainable condition. Sarcoma of the bone is identified in a skeleton of 250 A. D. Lesions closely resembling smallpox can still be recognized and studied by modern microscopic methods in these old mummies. Arteriosclerosis was common and severe in those days, when tobacco, excessive meat eating, modern strenuosity, and such things that nowadays are blamed for this condition certainly did not exist. Egyptian art has much reference to the dwarfs and other deformed persons of that day, which shows that rickets has probably existed for 5,000 years, and that the deformities characteristic of Pott's disease and of clubfoot were put on record about 4,000 years ago."

For the historian, this sort of investigative work will be certainly of value, the writer notes, for it adds much to the picture of life in bygone times. It reveals the fact that men were commonly stiff and old at fifty years, and that the good old days were not so good from the sanitarian's standpoint. Royalty often had extremely bad teeth and gums, queens were bald, and princesses sometimes had nits in their hair. Food habits varied from time to time and in different classes, but those prehistoric dentists mentioned in popular histories did not exist. He continues:

"Some studies of mummy material have also been made from the chemical standpoint. Abderhalden found that the tissues of mummies were still well enough preserved after 3,000 years to yield amino-acids when hydrolyzed. The brain of recent mummies still contains cholesterol, but it is greatly reduced in amount in very old specimens, according to Muir, altho much of the phosphorus remains. Active enzymes have been described in the muscle of mummies, and it was found by Hansemann that the proteins were so little altered in a mummy 5,000 years old that they gave the specific precipitin reaction. A glimpse at Egyptian thereapeutics is offered by Johnsson, who, in mummies of the same vintage, found that the intestines contained relics of grain, and epithelial cells of a common plant, the trichodesma, which is a household remedy to this day in certain countries for intestinal irritations and catarrhal conditions of the air passages. This was accompanied in some cases by mouse bones, recalling the Chinese pharmacopeia. Altho fractures seem to have sometimes been skilfully cared for, and many persons in many climes survived trephining, nevertheless it seems that the therapeutics has altered more than disease during the last fifty centuries."



NEW YORK CENTRAL LINES

Niagara Falls is directly reached by the New York Central Lines, which provide special stopover facilities for through passengers at Buffalo and Niagara Falls.

"The Tremendous Spectacle of Niagara—"

Niagara—"The Thunderer of the Waters"—has been wearing its way through the rock four or five hundred centuries; and scientists estimate that in 5000 years more this wonder of nature will have cut its way back to Lake Erie and disappear.

For three centuries this tremendous spectacle has drawn to it explorers and travelers from over the world. From the days of the intrepid French pioneers who first saw the falls in all their primeval grandeur and loveliness, the literature of Niagara has been enriched by explorers, travelers, authors, poets, artists, scientists and statesmen. Some of the tributes to Niagara are here given:

Nothing in Turner's finest water color drawings is so ethereal, so imaginative, so gorgeous in color.—CHARLES DICKENS.

The sublimity of rest is a distant view of the Alps; the sublimity of motion is Niagara.—RICHARD COBDEN.

Niagara is the Titan in whose presence you stand dumb.
—BAYARD TAYLOR.

Niagara appears divinely and deliciously graceful—a specimen of the splendor and wonder of water at its finest.—Sir EDWIN ARNOLD.

I know of no other thing so beautiful, so glorious and so powerful.
—ANTHONY TROLLOPE.

My sense of it first, and my sense of it last, was not a sense of the stupendous, but a sense of beauty, of serenity, of repose.
—WILLIAM DEAN HOWELLS.

Niagara calls up the indefinite past.—ABRAHAM LINCOLN.

Blessed were the wanderers of old, who heard its deep roar sounding through the woods, and approached its awful brink in all the freshness of native feeling.—NATHANIEL HAWTHORNE.

I do not know that there is anything in nature more majestic than the view of the rapids above the Falls.—DUKE OF ARGYLL.

If we fix our thoughts on the lapse of time required by the recession of the Niagara from the escarpment to the Falls—how immeasurably great will its duration appear in comparison with the sum of years to which the annals of the human race are limited.
—SIR CHARLES LYELL.

Nothing quite compares with the sensation of standing "where Niagara stuns with thundering sound," and feeling with Lincoln, the power of this great cataract to picture the story of the human race through the ages.

An illustrated booklet of Niagara Falls may be obtained free of charge by addressing the Advertising Department, New York Central Lines, Grand Central Terminal.

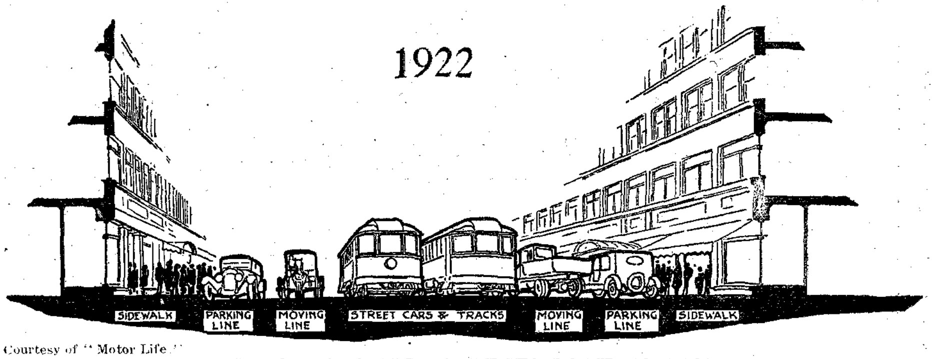
NEW YORK CENTRAL LINES

BOSTON & ALBANY – MICHIGAN CENTRAL – BIG FOUR – LAKE ERIE & WESTERN
KANAWHA & MICHIGAN – TOLEDO & OHIO CENTRAL – PITTSBURGH & LAKE ERIE
NEW YORK CENTRAL AND SUBSIDIARY LINES

MOTORING AND AVIATION

ELEVATE THE PEDESTRIAN—AND SAVE HIS LIFE!

ONCE WE ELEVATED STREET-CAR LINES, but that was in the days when the streets were a comparatively safe place. The latest slogan, and one that is said to be gaining in popularity, especially in congested metropolitan districts, is "Elevate the Pedestrian!" This advice in no way intimates that the pedestrian should be elevated in the now popular method of catching him with the bumper when he is not looking. The big idea is to give him a safe place of his own, above the madding crowd of motors, and, incidently, give the motors more room. Looking at it from the motorists' standpoint, "More room must be found for motor-vehicle traffic on city streets," asserts Merrill C. Horine, writing in *Motor Life*, "for nothing looms larger among obstacles to the continued growth of motoring than the traffic problem." It is thus, we see, not alone a special regard for the pedestrian which moves the motor-minded advocates of double-decking our streets. If the pedestrian benefits, in longer life and happiness, that will be his own affair. As Mr. Horine looks at the matter:

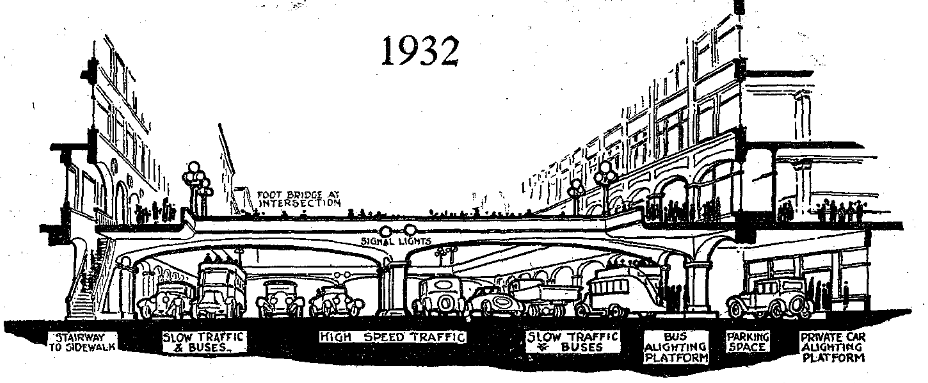


Courtesy of "Motor Life."

AS MOST BIG-CITY STREETS LOOK TO-DAY.

From Oregon to California, when our city makers first established the building-lines, they thought that forty feet was wide enough for any street. To-day there isn't room enough for vehicles, street-cars and pedestrians. The easiest, cheapest and pleasantest way to meet the situation, we are told, is to elevate the pedestrians, as shown in the sketch below.

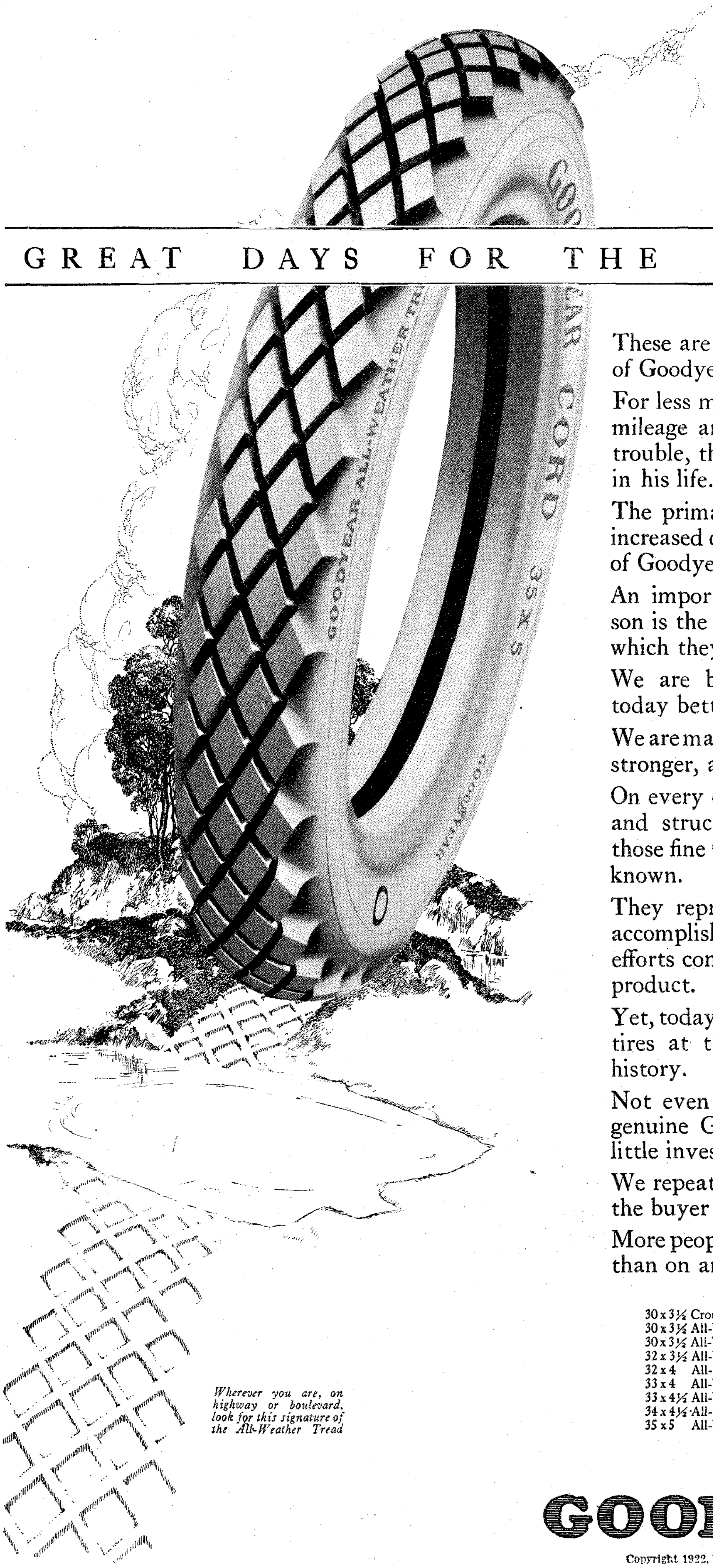
> There are too many vehicles for our present streets to accommodate safely and conveniently right now, and the number of motor vehicles being added to the city rolls is increasing rapidly.
>
> Rebuilding our cities is out of the question; stifling the growth of motoring unthinkable. We must increase the traffic capacity of city streets, as they now are, to twice or three times their present capacity. It can be done without tearing down buildings, cutting through new streets or building prohibitively expensive elevated or depress roadways. The streets can be left just where they are now. Pedestrians can be accommodated more conveniently and safely than at present. Rapid transit can be accelerated, and the parking problem can be solved satisfactorily. These things can be done at a cost probably far less than the present losses suffered by reason of congested, slow-moving traffic, the appalling number of accidents on the streets, wear and tear on vehicles and their passengers' nerves, and loss to merchants, due to the inaccessibility of their stores to shoppers.
>
> There is nothing novel in the suggestion that the sidewalks should be elevated. Street-car tracks will have to be torn up sooner or later. These two things are fundamental necessities. They will take from the street the two principal causes of congestion and danger—the pedestrian and the trolley car. In their place will follow streets extending from building to building, and mobile, adaptable motor buses, skirting the slow-moving edges of the street, instead of the middle. But this is not all.
>
> Most shoppers, even tho they drive down-town in motor cars, are pedestrians while in the act of shopping. Consequently, let us raise the main floor level to the level of the elevated sidewalks. In other words, use the present second floors of buildings for their main floors. The present ground floors of buildings will be somewhat darkened by the overhanging sidewalks, so why not abolish them? We need the ground space below the buildings to park cars in, for *porte-cochères* to receive motor cars taking on and letting off passengers, and for loading bays for motor trucks and delivery cars. This does not mean knocking the props out from beneath our buildings, but of removing their walls, leaving the main supporting columns and elevator shafts.
>
> Unless something is done, starting right away, our streets will soon become so choked with traffic that motoring will cease to be a convenience and a pleasure. Every citizen who can afford it and is physically and mentally competent has a right to use a motor car, outgrown city plans and systems of traffic to the contrary notwithstanding. The danger is that nothing will be started in anticipation of the crisis until the cost of the necessary changes become staggering.
>
> The motor car has become a popular utility. It is now no more a rich man's luxury than golf is a rich man's pastime. The same clerks and workmen who now chase the unbreakable egg over the public links are owners of potential owners of motor cars. It would seem that our 2,000,000 miles of public roads in this country would provide room enough for the 10,000,000 motor vehicles already registered and all the increase that may be expected in the next decade. The trouble is that only about 40,000 miles of our vast system of roads really represent paved highways suitable for motor travel, and the great bulk of motor cars confine themselves to only a limited portion of this mileage, since most of the motor-car traffic is in and about cities.
>
> So far as means of production, operating fuel and supplies and market are concerned, the future of the motor car seems assured. But where will we put all of the cars that seem destined to be turned loose upon our streets and roads? Already



WHEN PEDESTRIANS CEASE FROM TROUBLING.

This is a *Motor Life* artist's idea of the way our big-city streets will look ten years from now. Among other changes, it will be noticed, the street-cars have been superseded by motor buses, an "improvement" about which the street-car companies will doubtless have something to say.

GREAT DAYS FOR THE TIRE-BUYER



Wherever you are, on highway or boulevard, look for this signature of the All-Weather Tread

These are great days for the buyer of Goodyear Tires.

For less money, now, he buys more mileage and greater freedom from trouble, than at any previous time in his life.

The primary reason for this is the increased quality and serviceability of Goodyear Tires.

An important supplementary reason is the exceedingly low price at which they now are sold.

We are building Goodyear Tires today better than ever before.

We are making them larger, heavier, stronger, and more durable.

On every count of design, material and structure they surpass even those fine Goodyears that you have known.

They represent the peak point of accomplishment in this company's efforts constantly to build a better product.

Yet, today, you can buy these better tires at the lowest prices in our history.

Not even in pre-war times did a genuine Goodyear Tire require so little investment.

We repeat, these are great days for the buyer of Goodyear Tires.

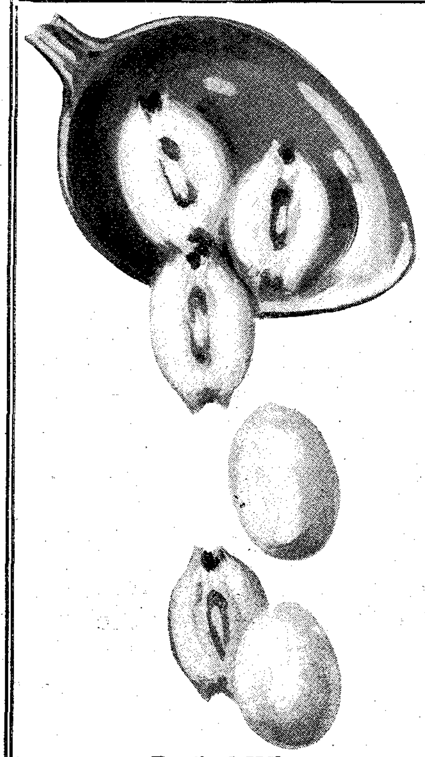
More people ride on Goodyear Tires than on any other kind.

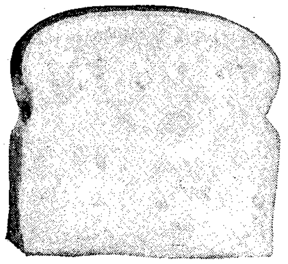
30 x 3½	Cross Rib Fabric	$10.95
30 x 3½	All-Weather Tread Fabric	$14.75
30 x 3½	All-Weather Tread Cord	$18.00
32 x 3½	All-Weather Tread Cord	$25.50
32 x 4	All-Weather Tread Cord	$32.40
33 x 4	All-Weather Tread Cord	$33.40
33 x 4½	All-Weather Tread Cord	$42.85
34 x 4½	All-Weather Tread Cord	$43.90
35 x 5	All-Weather Tread Cord	$54.75

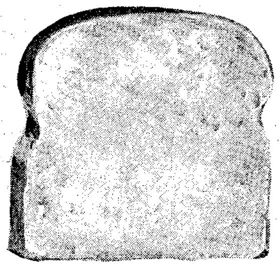
Manufacturer's tax extra

GOODYEAR

Copyright 1922, by The Goodyear Tire & Rubber Co., Inc.







Bread
has part of the food cells broken

Toast
has more of the food cells broken

Puffed Wheat
has all of the food cells broken

Why We Explode

every food cell in Puffed Grains

Over 125 million food cells exist in a grain of wheat. All must be broken to digest.

In bread you break part of them—in toast you break more. But Puffed Wheat alone breaks them all.

Grains shot from guns

Prof. A. P. Anderson studied for years to make whole grains wholly digestible.

He did it at last by sealing the grains in guns, then supplying an hour of fearful heat. Thus the moisture in each food cell is changed to super-heated steam.

When the guns are shot, every food cell explodes. All become available as food.

More than cereal tidbits

Puffed Wheat and Puffed Rice are delightful dainties. You never tasted cereals so good. They are bubble grains, airy, flimsy and toasted, as flavory as nuts. They seem like food confections.

But they are also whole grains, supplying 16 needed elements. Every element is fitted to feed. The greatest food you can serve a child is Puffed Wheat in a bowl of milk. But serve them Puffed Rice also. That is the morning dish.

Puffed Rice **Puffed Wheat**

The Quaker Oats Company *Sole Makers*

MOTORING AND AVIATION
Continued

the traffic problems, not only of the great cities, but the smaller centers as well, are assuming serious proportions. The traffic problem of the railways shrinks in comparison, for the passenger miles of travel in motor cars last year was twice that of all the railroads combined. An automobile, affording accommodation to an average of four persons, takes about one-third the space occupied by a railroad car accommodating sixty. People who travel by rail are content to adapt themselves to schedule and wait patiently for the moment when the train leaves, while the very essence of motor travel is its independence of route or schedule.

The Saturday afternoon or Sunday drive in any one of the fifty largest American cities, objects Mr. Horine, "has become a nerve-racking close-order march." So necessary has it become that cars remain in line without lagging behind or overtaking others that—

> On certain roads on the Jersey side of the Hudson it is the practise of the police to penalize those who get out of line by forcing them to stand still at the side of the road until from fifty to a hundred cars have passed. Necessary regulations concerning how corners may be turned often necessitate running around four or more blocks in order to reach a point only a block from the starting place. Curbside parking is becoming almost an impossibility in most of the larger centers. Pedestrianism is becoming one of the most hazardous of outdoor sports. Traffic congestion caused by vehicles and pedestrians alike is fast making the operation of street-cars on main business streets hopeless.
>
> The reason for this is that with a tremendous increase in the number of vehicles per mile of street, there has been no discernible increase in traffic space. Indeed, on some of the older streets the traffic space is actually less than it was fifty years ago, due to the widening of sidewalks to accommodate the throngs afoot and to the monopoly of the best part of the street—the middle—by street-cars. The reason for this increase in density is four-fold:
>
> In the first place the population of most of the cities has grown tremendously without a corresponding increase in the number or width of streets. This increase in population has resulted in the construction of tall buildings in the business section and much greater density of population in residence sections, so that the increased traffic is largely centered on a few main streets. The lines of traffic being thus restricted to a few main streets, paving of the better sort has been confined principally to such routes, thereby restricting the development of other routes. Finally, the increased gregariousness of modern life has led to greater use of the streets by the individual.
>
> With our present city streets hopelessly inadequate for present vehicular traffic, where, again, will we put the cars of the future? Population is certainly going to continue on the increase, that of the larger cities more rapidly than the country as a whole. We can not hope for a radical change in the centering of business and residential buildings, so it would go a long way toward solving the problem if, instead

of putting up taller office and apartment buildings, the cities were to open up new business districts where the growth would be horizontal instead of vertical; new residence neighborhoods, where families would live side by side instead of superimposed; but this can not be expected in the near future. Congestion in cities originated from a need for protection against wild beasts and barbarians and endured because slow transportation required distances to be short.

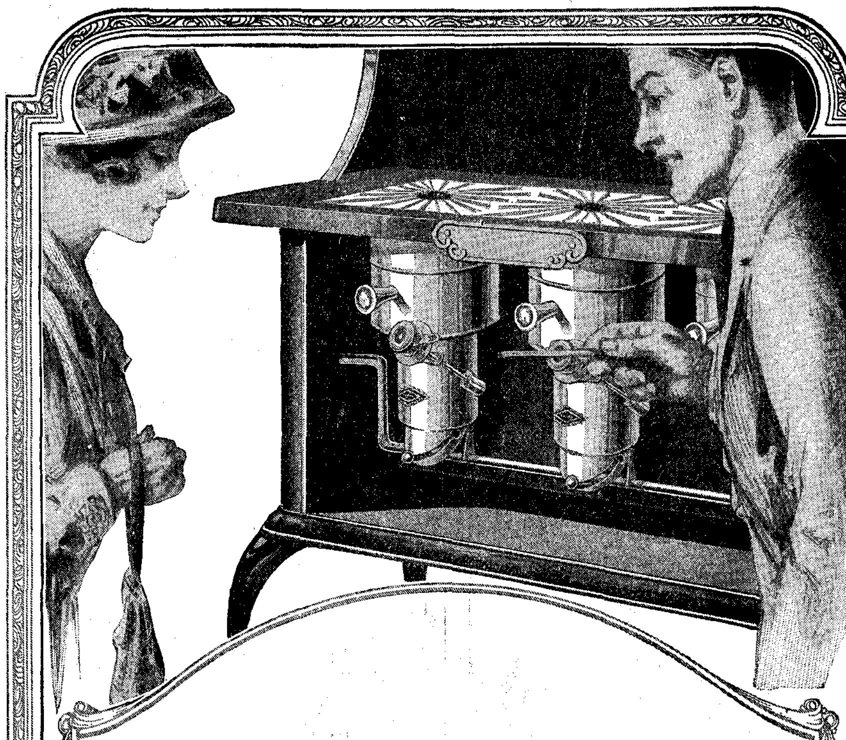
Rapid transit has extended the residence areas of our cities, but has only increased the denseness of business activity. The lawyer must have his office close to the court-house; the broker, close to the exchange. The wholesaler must be near the retailer and the box-maker near the wholesaler. All because it must be possible to get quickly from the office of one to another. Street-cars, elevated and subway trains have not effected a decentralization because they are constrained to a few fixt routes, and do not perform a complete haul. They require considerable walking on the part of the passenger, at each end, to say nothing of tiresome climbing of stairs. The taxicab might do, were it not so expensive and limited in availability by street congestion. Far from enabling business men to get about more quickly in the transaction of their affairs, motor vehicles have, to a great extent, increased their difficulties by aggravating traffic congestion and impeding the pedestrian.

There are numerous things which might be done to relieve the intolerable traffic congestion of to-day and make it possible to operate the increased number of vehicles which will surely come. Unquestionably some solution of the problem will be found. Civilization always has solved its problems. Some of these possibilities, such as rebuilding our cities with wider streets and more main arteries, providing elevated roadways, vehicular subways and such might solve the problem. The cities might purchase valuable property in each business center and erect free public parkage garages; but it is extremely doubtful if any of these things will actually be done.

Our cities are built. By the adoption of city plans it will be possible to widen certain main arteries, as Chicago and Philadelphia are doing. By the same means the continuation of mistakes of the past in the building of narrow, crooked streets, such as is going on in Los Angeles to-day, can be prevented. By zoning of business, as practised in New York, and the establishment of manufacturing districts, with every modern transportation convenience, such as Chicago's Central Manufacturing District and New York's Bush Terminal, decentralization may be gradually achieved. These developments, like the modernizing of Buenos Aires will come, but the process will be slow, much slower than the increase in motor vehicles. Some means must be adopted in the meantime of accommodating a greater increased volume of traffic, of parking cars, of providing for safe and convenient pedestrianism and of quick and convenient short-haul passenger transit. All of this without razing or abandoning buildings, depreciating property or prohibitively expensive elevated or underground structures. It can be done.

Sidewalks fifteen feet wide, admits the writer, are not too large for the crowds on a dozen Broadways, Fifth Avenues, State Streets, Broad Streets, Market Streets, and Main Streets. But—

These wide sidewalks have encroached



"This, Madam, is the Famous Kerogas Burner With Which You Get a Gas Flame With an Oil Stove"

Can you get as satisfactory results with an oil stove as with a gas range?

Certainly—if your oil stove is equipped with the Patented KEROGAS Burner which vaporizes common kerosene or coal oil into gas, giving a hot, uniform double flame which is under perfect control.

Just turn a small control wheel and you get instantly the heat you want—quick, slow, intense or simmering.

And the fuel cost is little, for the Patented KEROGAS Burner vaporizes common kerosene or coal oil and burns 400 gallons of air to every gallon of oil consumed.

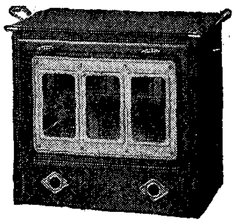
The double flame within a flame—the one-piece, no-leak, rust-proof construction, with simple mechanism and honest workmanship combine to make the KEROGAS Burner last and satisfy as long as the stove itself.

Ask your dealer to show you an oil stove with the Patented KEROGAS Burner. It's worth looking at.

This Trademark Appears on Every Kerogas Burner

PATENTED KEROGAS BURNER

Insist on it being on the Oil Stove You Buy



The Kerogas Oven

Another feature you ought to have as part of your oil stove. Heats quickly and evenly. Bakes and roasts perfectly. Ask the dealer to show you this as well as the Kerogas Burner equipped stove.

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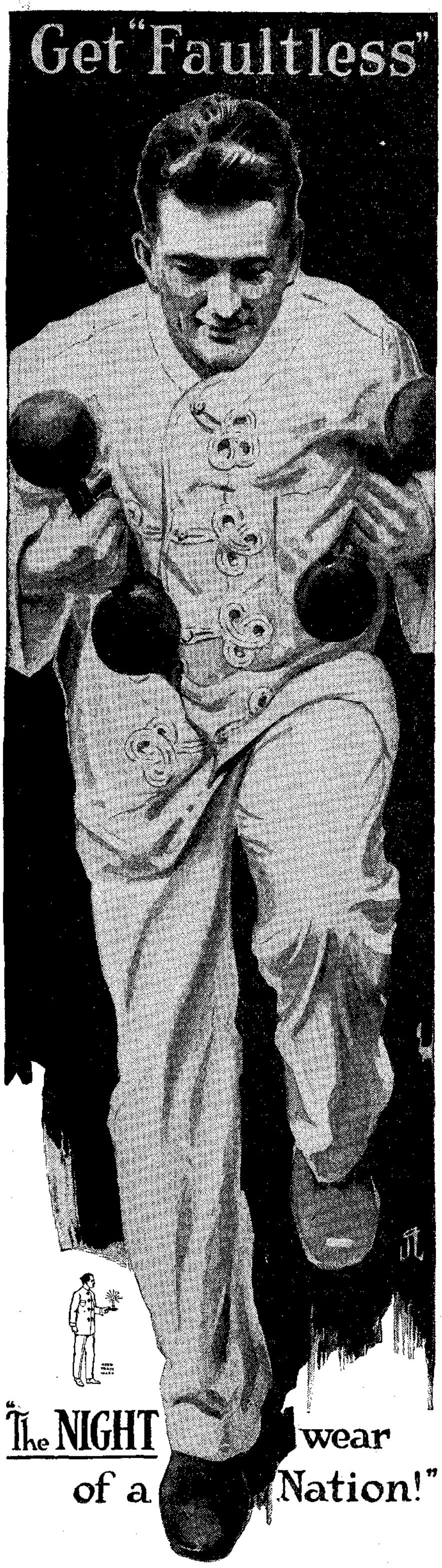
Get "Faultless"
"The NIGHT wear of a Nation!"

THERE'S ample breathing room everywhere in Faultless Pajamas and Night Shirts. They are cut to fit—100% comfort in the wear—and stylish too.

Rest assured

Here's something—really new. The Faultless SleepCoat, a pantsless pajama, tailored like a coat. *It's* an open front garment from neck to hem, (knee length) with a convertible high or low neck and smartly cut Raglan sleeves. Made of Exquisette and Lusterette, durable, silk-like fabrics in white and all colors, and a wide variety of materials of merit at a wide range of prices.

E. ROSENFELD & CO.,
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MOTORING AND AVIATION
Continued

on the streets. A forty-foot street is no longer a wide one. Some of the cities have actually narrowed their main streets in order to provide wider sidewalks If the present wide sidewalks could be removed altogether, the traffic space left for vehicles would be increased from 50 to 100 per cent. There is nothing new in the proposal that sidewalks should be elevated. The trouble is that on account of street-cars, motor buses, taxicabs and last, but by no means least, store doors, all being accessible only from the street level, it would be necessary, under present conditions, to have a duplicate sidewalk system on the street-level, connecting with the elevated sidewalk by stairs. This would make it practically impossible to force the pedestrians to use the elevated walks.

If, however, the show windows and main doors of stores, office and public buildings were raised to the second floor, or on a level with the elevated sidewalks, with carriage entrances on the main floor connecting through the building only, it would be a different matter. If the pedestrian is to be elevated, the shops must go up with him. There is no real obstacle to this, save the novelty of the idea. Modern stores are at least two stories high. The main floor might as well be the second as the first. It would be a great convenience to department stores to have the main floor one story above the street, for then loading and unloading of trucks and delivery cars could be carried on without interference with pedestrians or danger of pilfering and without sacrificing valuable main-floor room or window space.

Platforms could be provided for buses and taxicabs on the near side of each corner, connecting with the elevated walk by stairs and having no other connection. At street intersections the walks would be extended in the form of bridges over the street, upon which could be mounted semaphore signals controlled automatically, as is already the case in Chicago. It is quite likely that the removal of both street-car tracks and sidewalks from the streets would increase their capacity 100 to 200 per cent., in view of the fact that this would not only add about four lines of traffic to the street, but that it would eliminate the two greatest obstacles of traffic and sources of danger. So far, however, the parking problem remains.

Many of us are resigned to no-parking restrictions. In New York, millionaires go to business via subway because motor-car transit is too tedious. Others whose routes between home and office are less fraught with traffic difficulty, permit themselves to be driven to work by chauffeurs. There are thousands, however, who are unwilling passengers on subway and elevated trains because, while willing and able to drive down in their own cars, they can not do so because they can not park their cars and can not afford the services of a chauffeur. There are down-town garages, to be sure, but they are usually at some distance from the offices and with some garage rents as high as they are, they are no economy over a chauffeur.

This problem, too, can be solved so that there will be parking space for all. With the elevation of sidewalks and consequently of main floors of buildings, street-level floors will be of less value than upper floors, since they will be more or less dark. Without great expense they could be converted into parking spaces. Walls would be removed, leaving only the supporting columns, while at elevator shafts small entrance foyers would be built, with platforms, for vehicle entrances to the buildings. Similar arrangements at the foot of freight elevators would be provided for trucks.

ANYBODY CAN CROSS THE COUNTRY, NOW, IN FIFTY DAYS

AN automobile tourist can go from the Atlantic to the Pacific coast without using a map, or without consulting a guidebook. All that the driver has to do is follow a blazed trail. The record for the trip is five days, but about fifty days is recommended for the average sightseer who has some interest in scenery. Of course, the season and route must be chosen with care, or the tourist is likely to get into difficulties. The early summer is the best time, all things considered, and the best policy is to stick firmly to one trail. All these maxims and counsels are presented on the authority of an automobile expert who writes in the New York *World*. Nothing is more significant of the development of the automobile, he says, than the roadways which have been marked out across the country for making it easy for travelers to go from town to town, across State after State, and into all the places of the nation. "A glance at any roadway map of the United States reveals many curious and influential features," he goes on. For instance:

Between the Canadian and Mexican borders there are only seven crossings feasible under present conditions, from the Rockies to the Sierras, a distance of about 1,200 miles; and from the Missouri River to the Pacific coast there are only nine or ten practicable routes from the north to the south, and of these hardly more than five are connected with Canadian routes.

These are main, marked and feasible routes. Yet at times some of these highways are apt to be subject to delays and difficulties which baffle or greatly deter the passer-by. When the great cloudburst assailed the eastern slopes of Colorado's Rockies, tourists caught in the cañons in the mountains and out on the prairies were subjected to experiences none of them will forget.

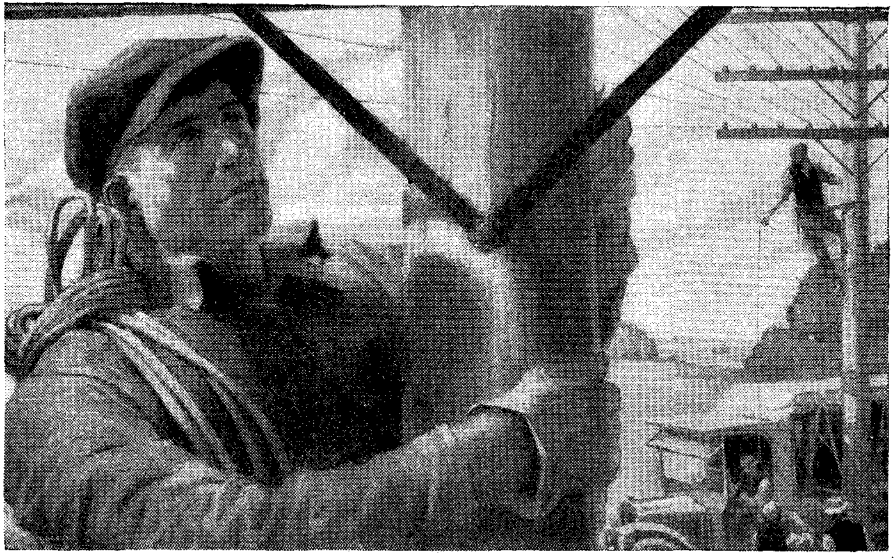
Thousands of people have in mind the transcontinental automobile trip. This is the premier automobile journey of the world. Not only is the journey entirely feasible, but it is coming to be a regular jaunt of countless tourists who have the time to spare. People of Iowa, Missouri, Kansas, Nebraska and Oklahoma are only twelve or fifteen days' leisurely automobile run from the Pacific coast, but New York and Eastern States are twice as far, and if the journey from coast to coast is reckoned in terms of difficulties, it is more than three times as hard to go from, say, Colorado Springs to Los Angeles as from New York City to Colorado Springs.

The conditions which a tourist used to New England and Eastern State roads confronts when he has crossed the Mississippi are astonishing. The work which States in the West have put upon their roads is enormous, when one considers the popula-

> tion. There are as many people in New York City as there are west of the Rocky Mountains; the State of Nevada has less population in 110,000 square miles than Schenectady or Yonkers or Albany. All Utah has fewer people than Buffalo, and Boston, with 748,000, has more population than Utah, Arizona, New Mexico, Wyoming, Idaho, Montana, North Dakota or South Dakota, and within a few thousand of being as large as Oregon as to numbers. All these States are far larger than New York State.
>
> Hardly any one east of the Mississippi River has any conception of the magnitude of the land of sage, alkali and mountains. Nevada, with more than 109,000 square miles, has 77,407 people, while New York State, with more than 10,000,000 population, has 47,654 square miles.
>
> Reno, Nev., one of the best known communities in the United States, has a population of 12,016, and it would stump the average New York City man to name any community in New York State as small as this. There are about five miles of narrow paved roadway east from Reno, and then hundreds of miles of almost unworked desert and mountain trails across Nevada, where, at Ely, in the eastern part, are about nineteen miles of pavement as far as McGill, and then more hundreds of miles to Salt Lake City, where good roads appear from Springville, out of Spanish Fork Cañon up to Ogden.
>
> And this is on the route of the Lincoln Highway, probably the best all around roadway from coast to coast, altho in spring and autumn the Sante Fé route is perhaps better on the average under the tires—but the desert suns are merciless in July and August and part of June and September, at least.

The astonishing thing about the United States, says the writer, is the ignorance of people about the actual conditions which confront the tourist, no matter in what direction he goes away from home. We are informed that—

> The average automobile tourist actually has no idea whatever of the distance he must traverse to go from one place to another, no least notion of what he undertakes when he starts for Denver or Los Angeles or San Francisco. Unfortunately, wonderlands of the country are shaded by the efforts of some people to belittle what, for example, Utah or Idaho or New Mexico have to display. The war of automobile trails bids fair to hide the genuine glories of the vast national domain.
>
> The automobile speed record from coast to coast is approximately five days. Judging from this enormously difficult accomplishment tourists figure on a jaunt from New York to San Francisco in twenty days or so. This time demands nearly 200 miles a day of travel. The fact of the matter is, any one undertaking to drive from the Atlantic to the Pacific in thirty days has thrown the scenery of the journey away for the questionable privilege of watching the ruts and chucks.
>
> It takes a strong man to hold a wheel from New York to San Francisco for thirty days steadily with 150 miles a day average; if there are any delays for broken springs and other troubles due to reckless driving over bad roads, day runs must be increased.
>
> There is no way of avoiding deserts, mountain ranges, poor roads or the great open spaces. The Santa Fé route follows the railroad closely, and here the houses or towns are seldom more than twenty or



One of the 250,000 who provide Bell Service.

At Your Service

Imagine a bird's-eye view of the United States. Imagine it criss-crossed with telephone wires or underground cables connecting every city, town and hamlet. Imagine these wires reaching nearly 14,000,000 destinations—in city homes and offices and in 2,500,000 farmhouses.

Imagine all this and your vision is still short of the truth regarding the Bell System. A telephone at your elbow, a wire circuit to your farthest neighbor. Apparatus which embodies the latest developments of an army of trained scientists. The picture is still incomplete.

In every center of population is a telephone exchange and an organization of skilled workers to give life to the nation-wide facilities of communication. Every circuit must be tested; every inch of wire watched and kept in repair; every switchboard operated day and night.

But that is not all. There is the new construction to meet the increasing needs of the telephone-using public. Every day, from one end of the country to the other, thousands of crews of linemen and cablemen, and installers of every kind of telephone equipment, carry on this work with the continued growth of the nation.

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AND ASSOCIATED COMPANIES

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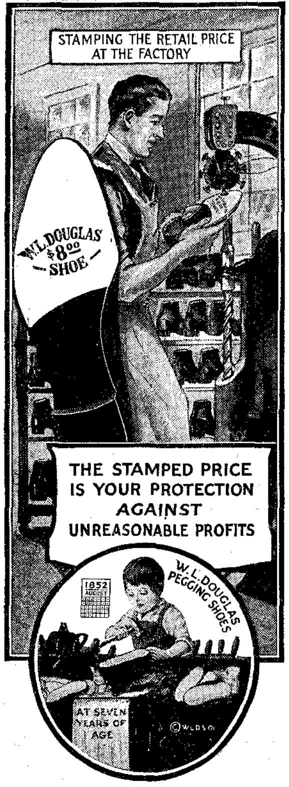
W. L. DOUGLAS

FOR MEN AND WOMEN

$7.00 & $8.00 SHOES

ALSO MANY STYLES AT $5.00 & $6.00

YOU CAN ALWAYS SAVE MONEY BY WEARING W. L. DOUGLAS SHOES SOLD DIRECT FROM FACTORY TO YOU AT ONE PROFIT


STAMPING THE RETAIL PRICE AT THE FACTORY
W.L. DOUGLAS $8.00 SHOE
THE STAMPED PRICE IS YOUR PROTECTION AGAINST UNREASONABLE PROFITS
W.L. DOUGLAS PEGGING SHOES
1852
AT SEVEN YEARS OF AGE

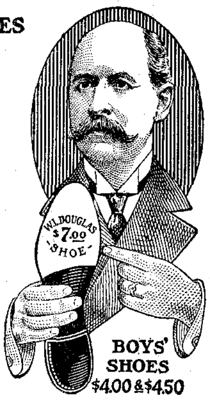
WHEN YOU BUY W. L. DOUGLAS SHOES CONSIDER THE EXTRA QUALITY YOU RECEIVE FOR THE PRICE PAID

W. L. Douglas shoes are made of the best and finest selected leathers the market affords. We employ the highest paid, skilled shoemakers, all working with an honest determination to make the best shoes for the price that money can buy.

When you need shoes look for a W. L. Douglas store. We own 108 stores located in the principal cities. You will find in our stores many kinds and styles of high-class, fine shoes that we believe are better shoe values for the money than you can buy elsewhere.

Our $7.00 and $8.00 shoes are exceptionally good values. There is one point we wish to impress upon you that is worth dollars for you to remember. W. L. Douglas shoes are put into all of our stores at factory cost. We do not make one cent of profit until the shoes are sold to you. When you buy shoes at any one of our stores you pay only one small retail profit.

No matter where you live, shoe dealers can supply you with W. L. Douglas shoes. They cost no more in San Francisco than they do in New York. Insist upon having W. L. Douglas shoes with the name and retail price stamped on the sole. Do not take a substitute and pay one or two extra profits. Order direct from the factory and save money.



W. L. Douglas name and portrait is the best known shoe Trade Mark in the world. It stands for the highest standard of quality at the lowest possible cost. The intrinsic value of a Trade Mark lies in giving to the consumer the equivalent of the price paid for the goods.

Catalog Free.

W. L. Douglas
President
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a series of 7 simple paper tests that will make you a judge of good business papers

Why thickness won't solve your paper problems

A POOR grade of ledger paper, even of triple thickness, can be torn without effort. And thickness alone never promises a good writing surface. The executive who specifies a "heavier sheet" to remedy his paper troubles may be doubling them.

Good paper must have backbone. Its surface must be as ready for erasure as it is for writing.

The executive who specifies "Parson's Defendum Ledger" for his loose leaf sheets, bound books or letterheads, assures himself of a paper which more than meets the most rigid requirements of everyday use and misuse. Ask for buff for ease on the eyes.

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The Largest Selling Ledger Paper in the World

Since 1853— PARSONS MADE IN U.S.A. —makers of Business Papers

MOTORING AND AVIATION
Continued

thirty miles apart along the highway. A train must stop when signalled by any one in the New Mexican, Arizonan or Californian deserts. Water must be carried by every tourist who values his life. Every summer on the desert trails ignorance leads many to deadly peril from thirst, and some parts of roads which are safe enough in mild weather, are closed by local laws against the passage of tourists, who are warned to take the long way around, and are urged to carry ample supplies of gasoline, oil and water; and food does not come amiss when gears smash or batteries fail, or other troubles come upon one in the midst of the beautiful, colorful and unimaginable desolation.

As a matter of fact, the season for the journey is most important in picking a route. The Sante Fé route is open first in the spring; the irrigation ditches along the way are often opened and the roads converted to quagmires, apparently in the hopes of having automobile tourists appeal to Congress to pave this route before the hated Lincoln Highway to the northward gets a whack at the road appropriations. While the late April and May journey along the Sante Fé route is beautiful, no sooner does one hit into the spring rains of Kansas muck and mires than the tourist wails at his fate. Kansas is practicable only after the rainy season, and nobody goes through the Missouri River clay, ruts and hills in the spring.

The spring itinerary would be from Eastern States via Chicago, Clinton, Ia., and then, as the weather permits, into Western Nebraska and southward through the dry sage and alkali of Eastern Colorado, and down into the National Old Trails after passing the Kansas wet belt on the north. But the Ràton Pass route is apt to be cold, and it may be dangerous if one is caught on this backbone of the Rockies by a blizzard, even in May.

The easiest transcontinental to make is probably in the early summer, after the spring rains. The route would be the Lincoln Highway straight through. The Lincoln Highway isn't as good as the Sante Fé route, so far as actual road conditions are concerned. There are places along it where houses are fifty miles apart, where the water is bitter alkali, and where the road is bad as no Easterner ever dreams of. But a start in middle May from New York, a leisurely trip to the Rockies, of twenty or thirty days, and then twenty days via Cheyenne, Green River, Salt Lake City, Ely, Nev.; and Reno, Nev.; Carson City or Lake Tahoe, Placerville and over the beautiful California roads to San Francisco, camping most of the way, if not all of the way, includes the wonder of miles, mountains, deserts, wildernesses and the farmland empires of the country. The same trip may well be undertaken in August, but care must be taken not to run into early autumn snows of the Sierras beyond Reno. Better turn south beyond Ely, into Bakersfield, Cal., rather than take the chance of being snowed back by the Sierras.

One should not be bound too closely by schedules or trails. Fellow tourists coming from one's proposed regions give the latest and most reliable news. Some of the trail boosters in the towns are perfectly heartless as regards their loyalty to their own beadstring of trail towns. Cloudbursts, desert inclemencies, sand, mud, organized rapacity of garage and other purveyors of necessities may make it preferable to cut loose for a few hundred miles in order to go around the difficulties. The consensus of tourists out of a trail as to conditions is more reliable than all the puffery indulged in by the trail boosters.

No one should undertake a transcontinental trip without having his car put into first-class order, tires in good condition and with a proper outfit for campaign, emergency repairs and raiment for dust and heat and cold nights. It is, of course, feasible to make the whole journey, stopping at hotels, ranches and at other accommodating places, but in an emergency camping outfit will be needed, and food for all hands in case of breakdown twenty miles out in a desert or wilderness should be provided.

East of the Mississippi it is feasible to travel at fifteen or twenty miles an hour, but every driver takes chances who speeds faster on strange roads. West of the Mississippi attempts to drive fast are sure to lead to breaks, smashes and to unmerciful shaking up. Any one trying to do the transcontinental in less than forty days loses all that makes the journey worth making in an automobile. Those in a hurry had better take a train. The roads are worse than anything an Easterner ever dreams of when he thinks of bad roads.

But the way is blazed, and the watchful driver can follow any of the transcontinental trails from coast to coast by watching the painted signs. A good spotlight will enable him to travel night or day, and if judgment is used a car can be driven across at a cost of from $75 to $150 a week, total expenses. Automobos do it for much less.

MOTORIST, SPARE THAT ROAD!

THE automobilist is responsible for most of the good roads which are beginning to cross the country in every direction. He is also chiefly responsible for destroying them. The good-roads movement "rode into America on a bicycle," as a recent critic of road-destroyers phrases it, but the movement "did not get very far until the automobile picked it up, and carried it all over the country." However, now that the roads have been fixt up so that the mud-hole is an occasional misfortune rather than a constant menace, that same automobilist "proves to be the greatest destructive agent to the work which he started and organized." There is plenty of legislation to protect the highways, it appears, but a good many drivers seem to feel that these laws "should be honored in the breach rather than in the observance." Probably the hardest law to enforce, continues the writer, Ernest F. Ayres, in the *American Motorist*, is the one relating to speed. He objects:

> Many speed limits, particularly in the cities, are so low as to be foolish, so every one cheerfully ignores them, but where the limit is set at a reasonable mark, how many pay any attention to it? High speeds are ruinous to macadam and gravel roads, and it is impossible to pave all highways at the present time.
>
> Speed traps are worse than useless. They give a locality a bad name and they usually catch the wrong man. The speedster knows about the trap from some other member of the fraternity, and drives accordingly,

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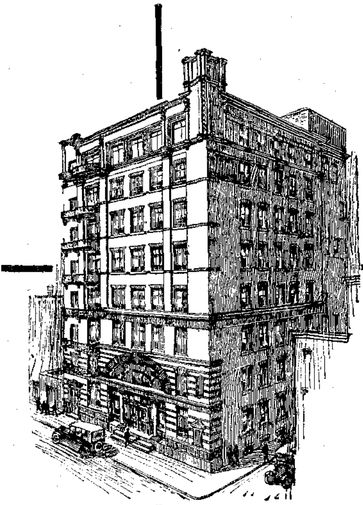

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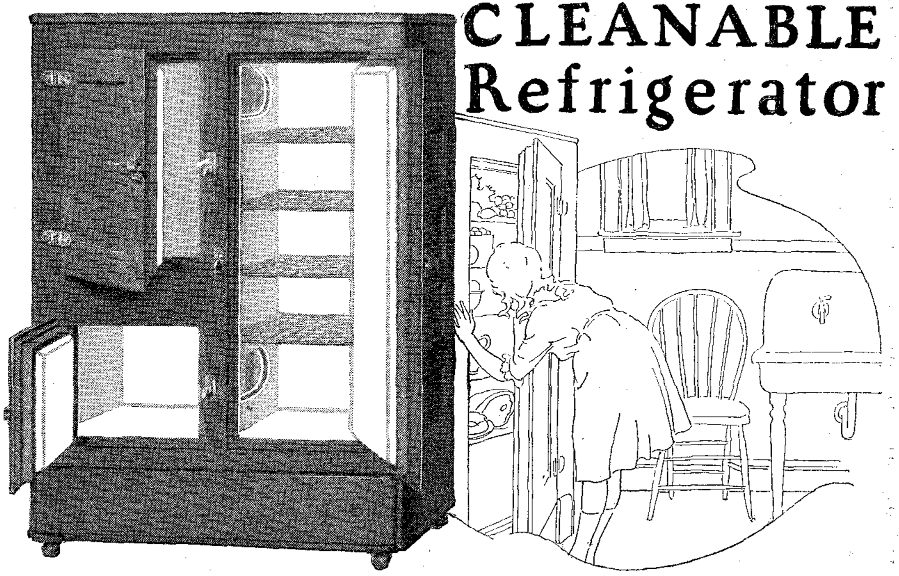

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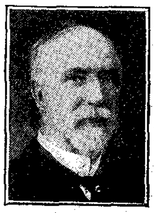
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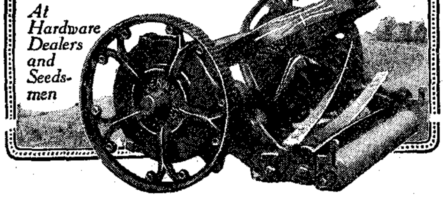
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MOTORING AND AVIATION
Continued

while the unfortunate tourist, hurrying to reach the next town before dark, gets nabbed.

Many States have legislated against the practise of driving in one track, realizing that nothing is worse for the highway, but it will take a lot of education to overcome this practise. Signs such as were used in Indiana, informing the taxpayer that he was destroying his own investment by following the track left by the other fellow, may do some good, but it is doubtful. It is inherent in the human constitution to follow the leader in all games. Look at the path across the meadow. It winds and twists and turns. Any chump can see a much more direct way of crossing, but his feet will not allow him to go anywhere except where those who preceded him have already trod. Every one is familiar with the poem of the calf-path, by Sam Walter Foss, which begins:

"One day through the primeval wood
A calf walked home, as good calves should,
But left a trail all bent askew,
A crooked trail, as all calves do.
Since then three hundred years have fled
And I assume the calf is dead,
But still he left behind his trail
And thereby hangs my moral tale.
The trail was taken up next day
By a lone dog that passed that way,
And then a wise bell-wether sheep
Pursued the trail o'er vale and steep
And led his flock behind him, too,
As good bell-wethers always do.
And since that day, o'er hill and glade
Through those old woods, a path was made.
And many men wound in and out
And bent and turned and dodged about
And uttered words of righteous wrath
Because 'twas such a crooked path.
But still they followed, do not laugh,
The first migrations of that calf,
And through that winding woodway stalked
Because he wobbled when he walked."

That old calf-path is now Washington Street, Boston, and thousands of vehicles and pedestrians go twice the distance they need to each day, simply because that calf could not walk straight. No one doubts that the Puritans of that day were men of firm convictions and settled purpose, but if they, and twenty generations of their descendants, could not straighten out one poor calf-trail, how can we expect the driver of to-day to get out of the rut started by those who went before? It has to be done, but it will be some job.

Then there is the genial idiot who turns his exhaust pipe down and tears over the highway with his cut-out wide open. The escaping gases play a regular machine-gun tattoo on the road surfacing, and the amount of binder left in a gravel or macadam road after one of these pests has passed can be put in your eye. In fact, that is where the binder usually locates. Having blown out all the binder on his first trip, he starts on the return journey. Give him lots of room, for the way his tires will throw loose stone around the landscape will make the good old trenches seem safe by comparison. When you catch one of these Bolshevists, give him the limit. His destruction has been wanton and deliberate and he deserves any punishment he may get.

The motorist, however, is not the only destroyer of roads. To begin with—

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In many of the Western States, stock is a source of great damage and annoyance. Most of these States have laws providing that all damage done by stock must be repaired by the owner at once, and stiff fines are provided for the person who fails to make such repairs. It is a good law, if the man who makes the repairs happens to know anything about road-building. If every one who drives his stock along the highways, rolling rocks, brush and junk into the ditches, is given to understand that the road must be fixt immediately at his expense, there will be less people who leave the road in poor condition, trusting to the overworked and underpaid overseer to repair the damage and say nothing.

In some portions of the West it seems to be common practise to bed the stock down for the night in the highway. This may have its advantages, but after a driver has bumped into three or four animals when driving home from the county fair, he fails to see any great benefits. And even a cow likes an undisturbed night's rest.

Every one has seen traction engines going along the road when the surfacing was just the right consistency to roll up like a rag carpet behind the wheels. It is bad for the road and irritating to the driver. Few States have any legislation governing tractors on earth roads, so this is another point which must be handled by education.

The weed problem is one of the hardest to contend with in road maintenance. You can cut them down, burn them down, dig them up or try to kill them with salt, but it does little good as long as the ranch beside the highway keeps a first-class seed bed going in the corners. Any other plant would die if neglected as the weeds are neglected. It thrives in wet weather or dry. It cares not for irrigation or cultivation. The land may be sour or sweet; too light or too heavy; fertilized or overcropped. It makes no difference. No one ever heard of a weed crop failure yet. Cut-worms, cinch-bugs and the seven plagues of Egypt may ruin all other crops, but the weed survives and spreads its seeds over the surrounding country with a misguided energy worthy of a better cause.

Most of the Western States have laws providing that adjacent property-owners shall keep their half of the highway free from weeds, and the friends of good roads must see that they do it. Most men will cooperate if the law is called to their attention. The rest must be made to conform. One slacker can nullify the efforts of the ninety-and-nine who have killed out their noxious weeds, and he should be forced to do his share of the work, or else be placed where outside exercise will not interest him for a nice, long time.

Enlist the support of the public in keeping the roads in good condition. Get every driver to notify some responsible official whenever he discovers a broken-down culvert, a plugged drain, a stopt ditch, a road surface going to pieces, or any of the other countless afflictions to which the road is heir. The usual method is to use pale blue profanity in referring to the road until it has gone to pieces, and then notify the road supervisor. It is probably the first time the poor man ever heard of it, and it will take a lot of work, a lot of money and unlimited explanations to get things back where they were in the first place.

When the State has no law regulating some practise which you know to be detrimental to the roads, the county, city or town has the authority to pass the necessary ordinances to preserve the highways. Then help to enforce those ordinances.

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MOTORING AND AVIATION
Continued

The usual American attitude is to feel that if a law is passed against any practise, then such practise immediately curls up and expires. Our police officials know better, but it is hard to convince the laymen.

The road of the past was built for horse-drawn traffic only. The road of the future will be built for the heaviest type of motor traffic. The road of the present, a little better than the road of the past but nowhere near so good as the boulevard of the future, must be preserved until adequate funds are available for paving.

The autoist can hasten or delay that time. If he tears up the road so that all funds must be used to maintain a gravel or macadam surfacing, it will be generations before he sees a smooth pavement on his speedway. If he cares for the road of the present, he may see his dream come true within a very few years. It is up to him.

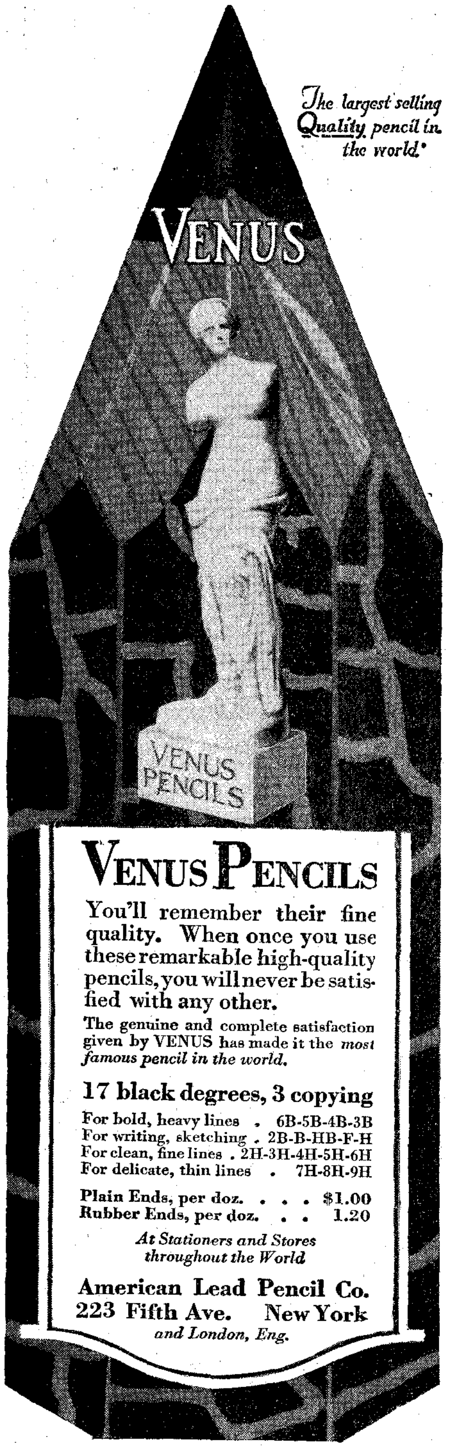
THE FEMININE INFLUENCE ON THE CAR

WHAT would the automobile have been to-day if only mere man had been concerned in the development of it? Certainly we wouldn't have had the comfortable luxurious sedans and limousines which now fill our city streets. For, "woman has so cast a spell upon the modern automobile," writes one of the gentler sex who has been looking into the subject, that, in its highest developments, the modern car becomes practically "an upholstered, silk-curtained hallway between the boudoir and the theater." This most astounding thing lovely woman has done to the ugly vehicles which men invented, a few years ago, to take them on business trips around the city, or on nerve-racking tours through the countryside. "Man made the automobile; woman tamed it. Man utilized it; woman has socialized it." So this exponent of the eternal feminine in motor cars sums up the situation. The writer, Madelaine G. Ritza, adds that "man has commercialized the automobile, but woman has merchandised it." For, as she argues in *The Michigan Manufacturer and Financial Record:*

Woman has come to consider the motor car as much a creation for her amusement, entertainment and glorification as a utility and a time and distance destroyer for her lord and master; hence man has had to revise his ideas on motor-car salesmanship to meet the feminine foibles of all the daughters of Eve.

That there has been a remarkable evolution in the automobile in the last few years we all know. From the clumsy, chugging, uncomfortable curiosity that horrified old Dobbin, to the glistening, finely upholstered, gliding piece of mechanism we enjoy to-day is a far cry. And what is responsible for it? Time and its progress, you answer. Certainly; everybody agreed. But behind the progress of every really big undertaking lies some definite reason other than time's natural development. And the definite reason in this case is—Woman.

There was a time when milady drove her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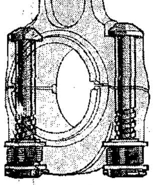

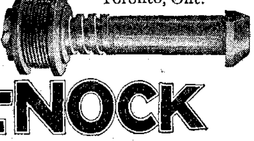

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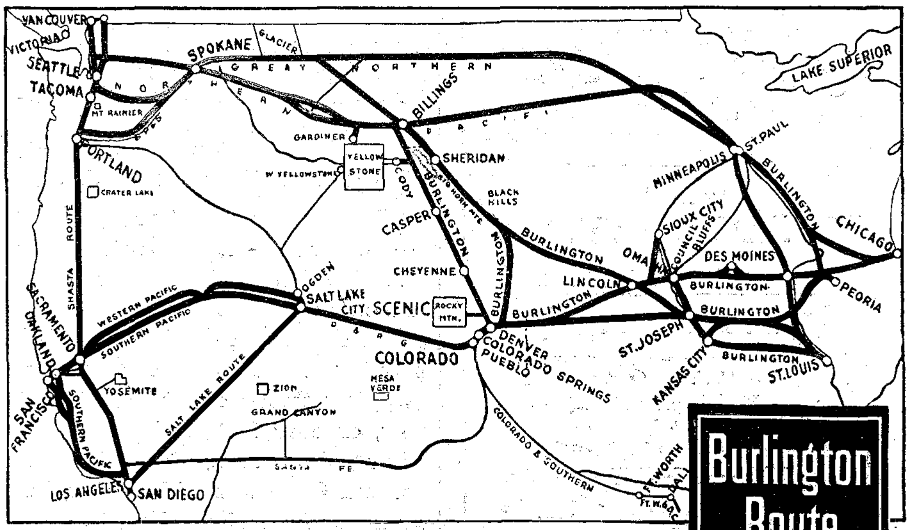
own pony, span or four-in-hand, as the case might be, provided she was wealthy and willing enough to brave public criticism and opinion, or courageous enough to handle the horses with her own delicate hands. But modernity with all its recklessness is upon us. Admiration and envy have replaced the social censorship. The same delicate hands that once controlled the restive horse now control, without a thought of danger, a contrivance that can, at will, make the contrariest horse look like a lazy piker.

When women socialized the automobile by appropriating it for their own use, they awakened in the minds of manufacturers a new trend of thought and opened the way to a wide range of possibilities. Every automobile designer and producer in the country set about to devise new ways to please them, improvements and additions which might add to their comfort and convenience.

Man never would have been satisfied with the old models; he would have demanded perfection of motor and a little more bodily comfort. But ten chances to one he never would have noticed the inconveniences of the high-hung body. The lowering of it was, of course, largely an engineering problem done primarily to eliminate sidesway, but even in this first step of the automobile's evolution, woman's influence may be seen, and quite naturally, for the most casual observer could not help witnessing the extreme inconvenience it gave to her in those dark days of hobble skirts. Followed the drive. It was a man-sized job to handle the meekest car, and a brawny arm was required to persuade it to go just where one wanted it to go. The cone and disc clutches of to-day were unknown then and are the outcome of an effort to make driving easier for woman. Leather would have done for man; for himself he never would have demanded velvet and tapestried upholsterings, but woman wanted something more effeminate, and there followed deep, soft cushions, beveled windows, plated heaters, softly shaded dome lights. No manufacturer ever perfected the appointments of his car to the extent of silver-plated handles and holders with their vases of delicate cut-glass, silk curtains and inlaid woodwork in the hope of pleasing the masculine heart. Man accepted the automobile as a wholly utilitarian vehicle, and such it would remain to-day were it not for the gentler sex. In brief, man made and perfected the engine and woman dictated the accouterments of the body to which it gives motion.

The automobile was produced primarily for man. In his wildest dreams, perhaps, the inventor in those old-fashioned days failed to visualize timid woman at its helm. And woman never yet invaded man's province—according to the best of masculine authority—without "starting something," which brings us to her influence upon present motor-car prices.

Prices would have risen, certainly. It is utterly impossible to make a fair comparison between the price of an automobile as it might be and as it is. But when to-day a man buys a motor car adapted to the needs of his family—and what man doesn't if he has a family?—he pays for all these little niceties of detail. Woman, it would appear, has not failed the traditions of her sex here so far as extravagance is concerned. And yet does it seem quite fair to shift the blame entirely to her shoulders and let it rest there? She has, as has been pointed out, been mainly responsible for the high cost of motoring. But men are not insensible to comfort. They have become accustomed to the ease and luxury of the car designed and made for woman's convenience, cars of taste and refinement.



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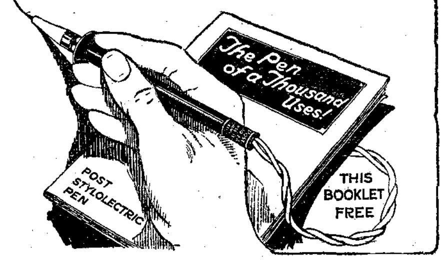


MOTORING AND AVIATION
Continued

COMMERCIAL AIRSHIP LINES FOR THE UNITED STATES

"THE most important move in commercial aeronautics to date," says the *U. S. Air Service Magazine* (Washington), is the incorporation of a company known as the General Air Service, which is planning to put into operation a series of airship lines throughout the country. This year, or early 1923, it is predicted, will witness the opening of an airship route between Chicago and New York, backed by the facilities of a $50,000,000 corporation. The New York-Chicago route is planned to be only the first link in the company's service, which is expected to be developed as far as San Francisco and Seattle within two or three years. Lines to South America and Europe are projected. The recent disaster to the *Roma* gives particular interest to the company's announcement of its investigation of the helium supply of America. Initial service from Chicago to New York, according to the Seattle *Times*, will be maintained with two 4,000,000 cubic feet capacity airships, inflated with helium gas, and having accommodations each for 100 passengers and thirty tons of freight. The airships, it is predicted, will have the enormous length of between 900 and 1000 feet. One of the men active in the company's plan, says *The Nation's Business* (Washington), is Benedict Crowell, formerly assistant Secretary of War, head of the American Aviation Mission to Europe, and President of the Aero Club of America. The report runs:

> Mr. Crowell was one of a party of financial men and engineers who spent in Europe much of the spring and summer of 1921. They went to airship factories and stations in Germany, France, England and Italy. They made flights in British, ex-German and Italian airships, obtained data covering manufacturing and operating costs, not only of airships but of hangars, mooring masts, landing fields, and terminal facilities. They gathered information and engineering data respecting flights over routes in the countries named, passenger accommodations, freight and express handling, fuel and supply statistics, replacement costs, insurance rates, and the laws governing air navigation in Europe.

The immediate result of their investigation is that the first ships will be fabricated in Germany, and erected in the United States. In their investigations, we are told,

> The representatives of the corporation had the cooperation and assistance of Dr. Johann Schuette, of the Schuette-Lanz Airship Company of Germany, and corps of his engineers, also various engineers and associates of other airship authorities of Europe. Dr. Schuette had been in America in the spring of 1920 as had officials of the Zeppelin Company, and the information gained from them was of

He says he has smoked more Edgeworth than any other living man

Let Mr. Baldwin's letter give you the facts, and you will see he has some justification for his claims.

Burlington, Vermont

Larus & Brother Company,
Richmond, Va.

Gentlemen:

I think that I am entitled to be called a charter member of the Edgeworth Smokers Club, as I have used the Edgeworth Sliced Plug between twenty and twenty-five years.

When I commenced using it I was selling hardware on the road. One of my customers who kept a general store told me that he had just received a new tobacco and wished that I would try it. He gave me a box for which he charged me 20c. He made a mistake, as it was selling at that time for 25c. I liked it so well that I made it a point to ask for it in every store in the different towns that I made; but few had it. The next time that I called on this customer I bought six boxes, which would last until I got around again. I still continued to ask for it in the different towns and tried to induce the dealers to stock it.

In 1906 or 1907 I went to So. Carolina and stayed there three years. I was surprised not to be able to get it there. At that time I was in Beaufort, S. C. and made frequent trips to Savannah, Ga. and Charleston, S. C. and was unable to get it in either of these cities. Finally I ordered some direct from you and also induced a dealer in Beaufort to stock it.

I have used it always for over twenty years except occasionally when I could not get it. I figure that I have smoked over 1000 of the 25c boxes, which have cost for the last few years 35c. For at least five years I have not bought a cigar. Have had some given to me, but they do not take the place of the old pipe filled with Edgeworth.

I am sixty-one years of age and still think that it is the best tobacco on the market. I don't think there is a man living who has smoked any more Edgeworth than I. What do you think?

Yours truly,
(Signed) H. F. Baldwin

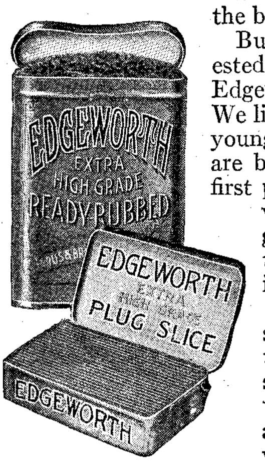
It is always pleasing to hear from old Edgeworth smokers, and we would like to know if this record is the best ever made.

But we are interested, too, in new Edgeworth smokers. We like to know that young men, men who are breaking in their first pipes, find Edgeworth before they get very far in their pipe-smoking careers.

So we have a standing invitation to send free samples of Edgeworth to all who ask for them. If you haven't tried Edgeworth, we have a sample package here containing Plug Slice and Ready-Rubbed that is only waiting for your name and address.

When you write for it, address Larus & Brother Company, 5 South Street, Richmond, Va.

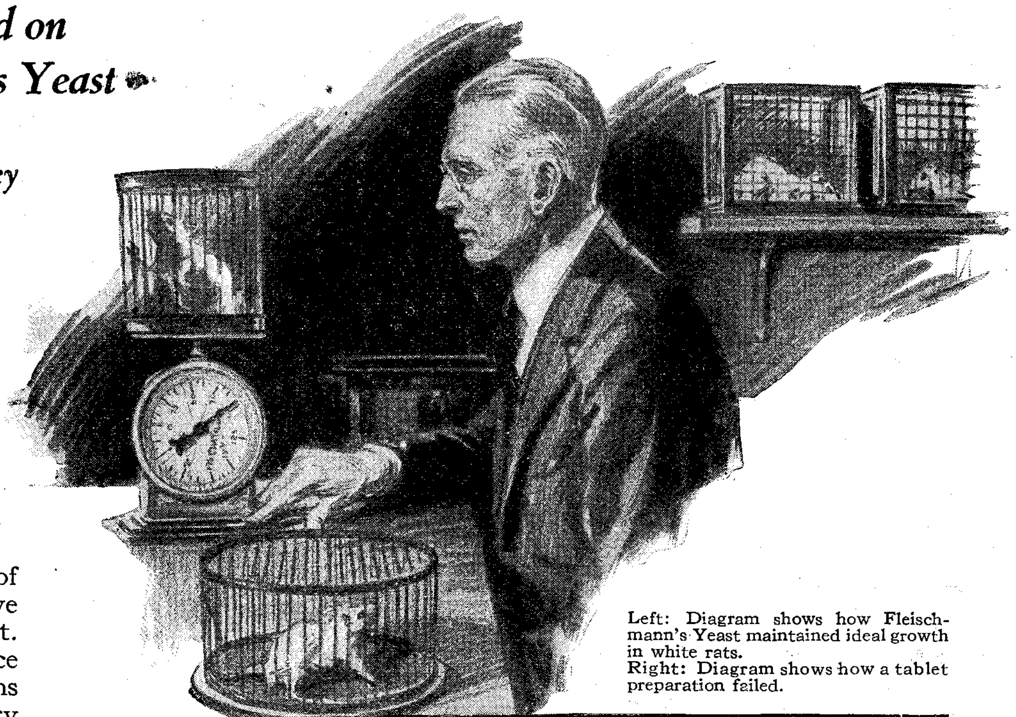
To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.



AMAZING NEW EXPERIMENTS WITH YEAST just completed by one of America's great scientists

Ideal health maintained on diet with Fleischmann's Yeast

White rats chosen because they eat and thrive on the same kind of food as man



ACTUAL feeding experiments of far reaching significance have recently been completed on yeast. The findings are of vital importance to yeast therapy and to the millions of men and women—1 out of every 5 you meet—who are eating Fleischmann's Yeast.

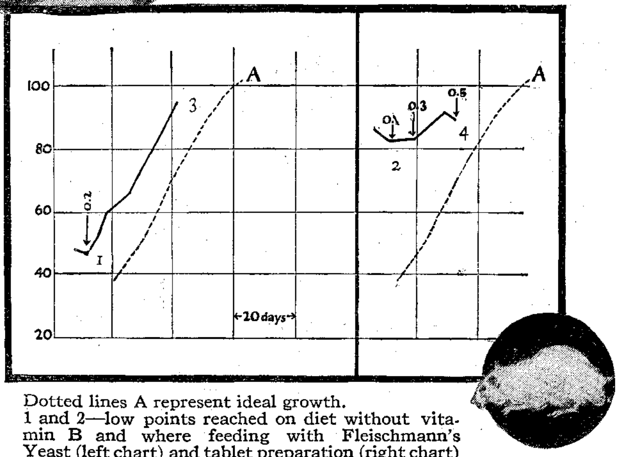
One hundred and fifty white rats were fed meals of the same food value that any man or woman might eat. No element was missing except the water soluble vitamin B. The rats, which were young and sleek to start with, at once began to lose weight and strength.

When the loss in weight had progressed to a definite point, Fleischmann's Yeast was added to the white rats' diet at the rate of .2 gram a day. The white rats ate the yeast greedily. Immediately they began to pick up and soon reached normal weight. They maintained normal growth from then on as long as they ate Fleischmann's Yeast.

Identical feeding experiments made with six yeast preparations in tablet, capsule and other forms now on the market, and also with a different kind of yeast from Fleischmann's, gave very different results.

In these seven cases, instead of recovering, the rats lost weight steadily until the dose was greatly increased—in some cases to as many as two whole grams. In two cases satisfactory growth was never attained. The animals remained infantile in appearance and in size.

Left: Diagram shows how Fleischmann's Yeast maintained ideal growth in white rats.
Right: Diagram shows how a tablet preparation failed.



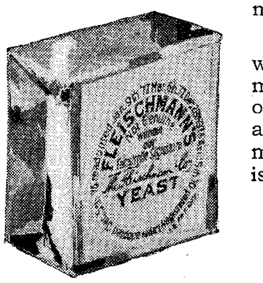
Dotted lines A represent ideal growth.
1 and 2—low points reached on diet without vitamin B and where feeding with Fleischmann's Yeast (left chart) and tablet preparation (right chart) began. 1–3 and 2–4 represent growth of white rats after being fed Fleischmann's Yeast (left) and tablet preparation (right). Note how closely the Fleischmann's Yeast line, 1-3, follows the ideal line and how tablet preparation line, 2–4, fails to follow ideal line.

Findings on white rats hold good for human beings

In scientific research white rats are always chosen for feeding experiments because they eat and thrive on the same kind of food as man. Just as a white rat cannot maintain normal vigor and health without the vitamin B, neither can a human being.

Many of the meals that we eat every day lack this necessary vitamin. The result is a gradual lowering of health until the body loses its resistance and quickly becomes a prey to disease. Indigestion, chronic constipation, lack of energy, are the first and most important symptoms.

Later in life this lowered vitality shows in premature age and even death. Each year thousands of young men and women in America die unnecessarily of diseases that come normally only with old age.



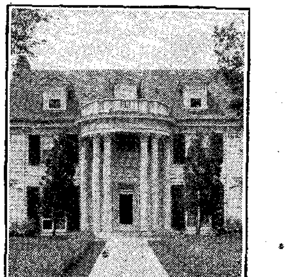
Fresh yeast is a food which supplies the vitamin we must have in order to preserve vigor and health. Fleischmann's Yeast as a food is doing for people what medicine cannot do naturally or permanently—keeping them vigorous, protecting them from unnecessary disease and premature old age.

Add Fleischmann's Yeast to your regular diet. Eat 2 or 3 cakes daily before or between meals. *Place a standing order with your grocer. 200,000 grocers carry Fleischmann's Yeast. If your grocer is not among them, write to the Fleischmann agency in your nearest city—they will supply you.*

Send for free booklet, "The New Importance of Yeast in Diet." Address THE FLEISCHMANN COMPANY, Dept. 1803, 701 Washington St., New York.

FLEISCHMANN'S YEAST is a food—not a medicine

PORCH DIGNITY
—and First Impressions



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Redwood porch work is an assurance of style and long service. Every fibre of the wood is permeated during the growth of the tree with a *natural*, odorless preservative which makes Redwood proof against all forms of rot and decay. Properly seasoned, Redwood does not shrink, warp, twist or swell—is unexcelled for exterior construction.

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Such as—Railroad ties and tunnel timbers—Signal wire conduits and water tanks—Car siding and roofing.

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MOTORING AND AVIATION
Continued

material service in the first formal step, the organization of the American Investigation Corporation.

"We uncovered enough evidence early in our trip to Europe taken with that previously found," said Mr. Crowell, "to convince us all that the time had arrived for action; that certain conditions abroad, if taken advantage of, would place the United States in the lead in the airship industry, perhaps for all time. Political conditions, reduced rates of exchange, post-war preparations, the non-employment of airship talent, all these were factors in giving airships a set-back in Europe. These factors are to our advantage."

While these investigations were going on in Europe, Mr. Crowell added:

"We were carrying on investigations here in the United States. We looked into the helium question, its cost and probable supply; sources of operating revenues; passenger, freight, express and mail; the most feasible routes over which to start our new service to supplement existing traffic facilities; meteorological data and the effect that our climate will have on a yearly operation schedule; and the thousand and one things which develop into real problems to be surmounted in any undertaking of such wide application."

Mr. Crowell justifies the project, which might have sounded fantastic a few years ago, but has now enlisted the support of a number of men of business, in the following paragraph:

The unit of life to-day is *time* not *distance*. Therefore the vehicle employed in reducing the time required to cover a given distance is of immense importance to the business world. That is where the airship comes in. It is essentially a long-distance craft, and that is why we will have no competition on long-distance traffic—airships are distinctly in a class by themselves. The running time of General Air Service liners will be ten hours from New York to Chicago and only forty hours from New York to the Pacific Coast. Think what this means to business dealing in express shipments where time is a factor.

The men back of this airship project give it unusual validity, both in the view of *The Nation's Business* and the *U. S. Air Service*. Among the founders of the corporation, says the Seattle *Times*, may be mentioned:

Marshall Field; Philip N. Wrigley, vice-president William Wrigley Company; Benedict Crowell, Cleveland; Edward H. Clarke, president Home Stake Mining Company, New York; L. V. Benet, president Hotchkiss Company, New York; Samuel McRoberts, New York capitalist; Arthur V. Davis, president Aluminum Company of America; L. C. Hanna, Jr., Pittsburgh; R. P. Mellon, president Mellon National Bank, Pittsburgh; Theodore Pratt, Standard Oil Company, New York; Franklin D. Roosevelt, vice-president Fidelity & Deposit Company, New York; John H. Kirby, Houston, Texas; and many others.

TO MAKE OUR GREAT LAKE PORTS OCEAN PORTS

(*Continued from page 18*)

"the cost is to be divided between the two Governments." As Senator McKinley, of Illinois, recently said:

> "For more than a generation the Middle West has made repeated efforts to gain a nearer way to the sea. For fifteen years the growing inadequacy of railway transportation for moving the products of a continent has been apparent. "The necessary increase in railroad rates has further emphasized the need of the interior. In order to establish rates which would enable the railroads to live, it was necessary to adopt schedules which would not permit traffic to move. It is a situation that can be cured only by reshaping the national transportation structure so that from every producing section, by a relatively short rail haul, the nation's products may be carried to the universal water-base.
>
> "The first question every one asks himself is whether the New York Barge Canal, when its service is fully developed, will not fill this need. It is a question that is very quickly answered. The capacity of the Barge Canal as estimated by its friends is 10,000,000 tons a year in each direction. The movement from the Middle West to the seaboard is about 200,000,000 tons in what we may consider a normal movement. The Barge Canal at its utmost capacity can not in any large way meet this situation."

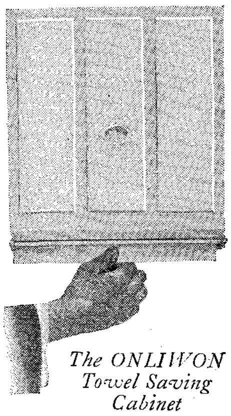
"The St. Lawrence waterway is a legitimate subject for national study, and New York can not decently assume a dog-in-the-manger attitude toward it," remarks the New York *World*, and the New York *Commercial* observes that, since the project is backed by eighteen States, "it is entitled to the most careful consideration by Congress." "The construction of the canal and the development of water-power in the St. Lawrence will not injure New York or any other legitimate interests, but should prove a boon to American industry," believes the New York *Journal of Commerce*. The charge that ice conditions in the St. Lawrence will restrict operations to eight months a year is answered by the St. Paul *Pioneer Press*. "There is ice every winter in the Sault Ste. Marie canals, but nevertheless they serve for a greater commerce than passes through the Suez or Panama Canal," observes this paper. Besides, notes the Cleveland *Plain Dealer*, "the New York Barge Canal is frozen up at the same time the St. Lawrence is ice-bound, and the fog menace that hampers St. Lawrence shipping also endangers Atlantic shipping."

Canadian papers, on and near the Great Lakes, favor the building of the waterway. "It will enable 5,000-ton ships to load newsprint from our paper-mill," says the Sault St. Marie *Star*. "Hamilton would be benefited in every way," declares *The Herald*, of that city, and its neighbor *The Spectator* agrees. "It cost £5,000,000 a few years ago to build the Assuan dam in Egypt, and now it yields the Egyptian exchequer an annual revenue of £5,000,000, or an annual dividend of 100 per cent.," observes the *Border Cities Star*, of Windsor,

Are You Penny Wise?

Do you think that the few pennies less on the initial cost of a roll of paper towels is a real saving when each user rips off yards of toweling?

Or are You *ONLIWON Wise?*



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ONLIWON TOWELS are extra large and doubly absorbent because they are delivered folded—another check on waste. By a system of interfolding, the towels serve themselves. The user *touches no part of the cabinet,* but only the clean towel which he secures by a slight pull.

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A postage stamp brings a box of cigars to you

Have you ever noticed how much it costs you to try a new cigar? You buy three or four from the retailer. Then perhaps you do not get any more. You don't like them.

Here's a cigar you can get direct from the manufacturer at one price. All you have to do is to put a postage stamp on a letter to us. In a few days you will receive a box of 50 El Nelsor cigars, charges prepaid, to try. Smoke ten of them. Judge for yourself whether they are the equal of the 15-cent cigar you usually buy.

If you think you are not getting the same quality, return the remaining forty to us at our expense. Your total cost is two cents.

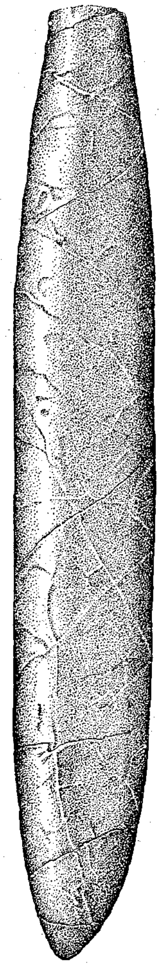
But if you like them as well as thousands of smokers have during the last nineteen years, send us $4.00, thereby saving 7 cents on each one.

El Nelsor sells itself after reaching your hands. It is a 4 x 3/4-inch cigar, hand-made by expert male cigarmakers under most hygienic conditions. It contains pure Cuban-grown Havana filler blended with Porto Rico and wrapped in a genuine Sumatra leaf.

Here's our offer: Let us send you a box of 50 El Nelsor cigars at our expense. Smoke ten at our risk. If after smoking them, you decide the box isn't worth $4.00, return the 40 unsmoked cigars within 10 days and we will consider the incident closed. You risk nothing. There is no obligation whatever.

In ordering please use your business stationery or give reference and state whether you prefer mild, medium or strong cigars.

We make several other brands, including clear Havana cigars, which you can also order for trial.



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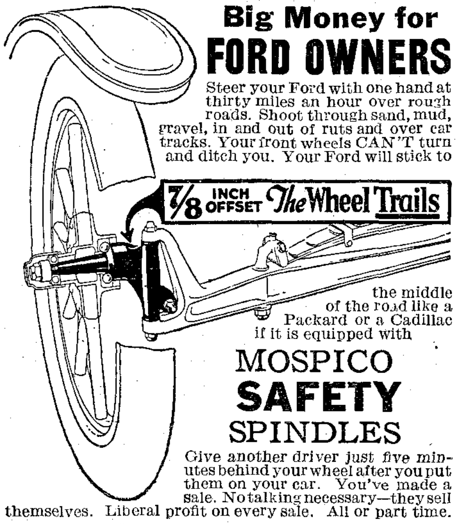

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TO MAKE OUR GREAT LAKE PORTS OCEAN PORTS

Continued

Ont. This paper believes the northern project will be of general benefit to both nations. "The capital which is frequently tied up for months in grain in the elevators, and the cost of insurance, would be released for other purposes if direct shipments could be made by way of the St. Lawrence," notes this Canadian paper. The two Kingston papers, *The Whig* and *The Standard*, are "unanimous" in their approval of the waterway plan. As the Ottawa *Citizen* puts it, "Canada surely has nothing to lose by giving more consideration to the proposed development. The sale of water-power would bring in a revenue sufficient, it is estimated, to pay the whole of the fixt charges on Canada's expenditure. Let the plan be considered on its merits." "If seaports should suffer, they have no moral right to object for their own sakes to the development of a continent," agrees the Montreal *Witness*. The electrical energy that will result from the development of the St. Lawrence "will help to build up along the River industries similar to those developed at and near Niagara through the use of cheap power," maintains the Toronto *Globe.*

Among Great Lake editors we find unbounded enthusiasm regarding the St. Lawrence project. The Racine *Times-Call*, which is "solidly for the waterway," believes that one of the benefits which the canal will bring about is a lowering of freight rates. It will mean increased buying power for the farmer, in the opinion of the Chicago *Journal of Commerce*, which says "the new waterway is as essential to business as the Panama Canal." "What helps the Central West helps the whole country," maintains the *Ohio Farmer* (Cleveland); "good times in the West mean good times in the East." "The cost of getting freight through the New York terminals often equals the freight cost from points as far west as Chicago," notes the Toledo *Blade*. Toledo, which *The Blade* tells us is the third railroad center in the United States, hopes to become the gateway for a great export trade upon the completion of the canal. At present, says the Duluth *Herald*, where, by the way, the movement for the St. Lawrence project started, "the vast inland empire of the United States and Canada pays toll on every pound of its products, if they go through New York's congested port." In fact, avers the Detroit *Journal*, "New York has been made wealthy by tribute collected from Western farmers and manufacturers." And it is this inland empire, remarks the Green Bay (Wis.) *Press-Gazette*, "that is the producing backbone of the country." "When the canal is built we shall wonder how we ever got along without it," predicts this paper. "The fear of New York that it will lose export and import tonnage is an entirely selfish view

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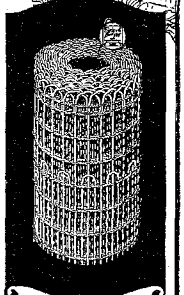

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RAT BIS-KIT
OR
RAT BIS-KIT PASTE

to take," thinks the Duluth *News Tribune*, which recalls "a similar howl when it was proposed to build a second railroad from the Mississippi to the Pacific." Now there are five transcontinental railroads, notes Governor Preus, of Minnesota, "and they are all operating at capacity."

"There has never been a great public improvement undertaken in the whole history of America so well supported by scientific investigation as this one," declares the Cleveland *Plain Dealer*, which considers the northern waterway "an improvement greater in its constructive possibilities than anything the United States has undertaken in a generation." "The most productive grain farms of this country and Canada are far inland," we are told by the Chicago *Journal*, "and are thus at a disadvantage as compared with those of Russia and Argentina, which are within easy reach of the sea." But the main reason why the canal should be built, says this paper, is because "the business of the Central and Western States is expanding beyond the power of the nation's railroads to handle it."

Other arguments set forth by a score of editors are that the St. Lawrence waterway will shorten the distance between Duluth and Liverpool by five hundred miles; that unloading and reloading charges at Buffalo and New York will be eliminated; that transportation by water costs only one-tenth as much as by rail; that the electrical energy of the St. Lawrence River, if developed, will save 50,000,000 tons of coal every year; that a canal will offer unlimited carrying capacity to move the crops of the Middle West when the rush comes; and that, in the words of the Milwaukee *Journal*, "it is the only way the transportation needs of a large part of the country can be met." "Not an argument against the waterway has been made which the International Joint Commission did not hear and consider; not a new adverse argument can be made against it," declares this paper. The above contentions, necessarily abbreviated, are those of the Detroit *Journal*, the Milwaukee *Sentinel*, the Detroit *Free Press*, the Sandusky *Star-Journal*, the Toledo *Times*, the Detroit *News*, the Bay City *Times-Tribune*, the Michigan City *Dispatch*, the Toledo *News-Bee*, the Houghton *Gazette*, the Sault Ste. Marie (Mich.) *News*, the Saginaw *News-Courier*, the Port Huron *Times-Herald*, the Columbus *Dispatch*, and the Sandusky *Register*. As the Chicago *Daily News* sums up the Great Lakes side of the case:

> The Central West suffers heavily from inadequate transportation, excessive transportation charges, and costly port delays. Consequently it is determined to overcome opposition to the St. Lawrence project. It feels that the Atlantic and Pacific seaboards are getting material benefits from the construction of the Panama Canal, for the construction of which the entire country was taxed, whereas the interior not only does not benefit but in some ways suffers injury from this water route.

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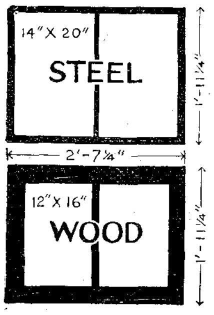

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INVESTMENTS AND FINANCE

WHO HAVE THE $5,000,000 INCOMES?

NOW that we have survived the effort of making out our income-tax blanks and have duly sent them in and have become reconciled to the gap in our income made by the March 15 tax payment, we can take time to consider a few curious facts about previous tax returns which have just been made public. The Washington dispatches have been informing newspaper readers that in 1919—the statistics for that year's tax being just made public by the Internal Revenue Bureau—there were sixty-five persons with reported incomes of one million dollars or more, as against 67 in 1918, 141 in 1917, 206 in 1916, 120 in 1915, and 60 in 1914. In 1918 there was only one personal income of over $5,000,000, which was generally conceded to be John D. Rockefeller's. But in 1919 there were five. Who can they be? One newspaper editor, noting that two are reported from Michigan and three from New York, is strongly inclined to the belief that the two Michigan multi-millionaires are Henry Ford and his son Edsel. John D. Rockefeller is set down as surely one of the New Yorkers, and John D., Jr., as probably another. The writer hazards a guess that the third might be William Rockefeller or J. P. Morgan or George F. Baker, Sr. But as such facts are confidential, one man's guess is about as good as another's.

The New York *Times* correspondent notes that 5,332,760 persons filed income-tax returns for 1919 and that they paid a total tax of $1,269,630,104. This is an increase in both number of tax-payers and cash. A little more than 5 per cent. of the population of the country pay an income tax. The average income of an income-tax payer is $3,724.25, and the average tax is $238.08. The correspondent does not believe that the figures for 1920 and 1921 will show so many great incomes because of the period of business depression which the country has experienced. *The Times* comments editorially on these figures:

> The official report of the Federal income taxes paid in 1919 discloses an increase of total incomes by four billions over 1918, or from $15,924,000,000 to $19,859,000,000. In 1916 came the first great increase in million-incomes—from 120 to 206. In every succeeding year there has been a decrease, to 65 in 1919. Looking ahead, it is safe to say that there will be a further decrease. The incomes themselves have gone with the war, the increase of the post-war profits in 1919, to the contrary notwithstanding.
>
> The second deduction from the income-tax figures is that the millionaires paid lower taxes, even tho their incomes increased. Excessive taxation had stimulated the ingenuity of those most concerned as to how to pay taxes according to law in the manner least burdensome to themselves. One of the plain lessons of the income figures is that there is a severity of taxation which defeats itself, and that the Treasury and trade would both benefit by wiser taxation.

AN EXPLANATION OF THE WALL STREET FAILURES

PEOPLE pick up their papers nowadays and almost every morning read about one or more new failures of brokerage firms. There were twenty-five such failures in February and this month is rapidly adding to the total. Wall Street men are being confronted everywhere with puzzled inquiries as to why these failures do not indicate bad financial conditions and in particular how such failures can continue while, as a matter of fact, the stock market is daily growing stronger. According to a writer on the financial page of the New York *Times:*

> The answer which most Wall Street people make is apt first to touch on the point that none of these failures was due to inability to get normal credit (which makes the trouble in a panic market) and that most of them were not concerns of any real financial standing. Two other possible reasons for failures are, first, unlucky speculations by the broker himself, which may have been on the bear side of the market; second, his receiving the customers' money on the pretense of buying stock for them, but not buying it and then being suddenly confronted with the customers' request for the stock when its price would cost the "broker" ten to twenty per cent. more to get it. It is not easy to prove how far this so-called "bucketing" has been the cause in the recent failures. It certainly has been so in some of them. When customers who have been dealing with houses which indulge in such practises hear of failures of other similar houses the result has always been a wide-spread demand for delivery of their stocks, which amounts in a way to a run on the brokers. In a rising market such demands are apt to bring an illegitimate business to a quick end.

The Wall Street Journal agrees that "bucket-shop failures are always a sign of a bull market." The point is that "it is easy to go short against your customer's purchase in a bear market and pocket both margin and commission. But when the market shows the customer a profit there is nothing for these thieves to do but fail." This newspaper calls attention to the fact that the list of 27 failures between November 29 and February 24 contains the names of just two Stock Exchange houses. One "will pay dollar for dollar"; the other "has already made a composition of fifty cents on the dollar cash; 25 cents in notes; and with any reasonably successful liquidation will probably pay in full."

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There may be in your community but one or two Seiberling dealers instead of a dozen or more. The Seiberling dealer, however, will be a man who understands the importance of making himself known to you, of finding a location convenient to the car owners of his community, and of carrying a product which will make it worth your while to do business with him.

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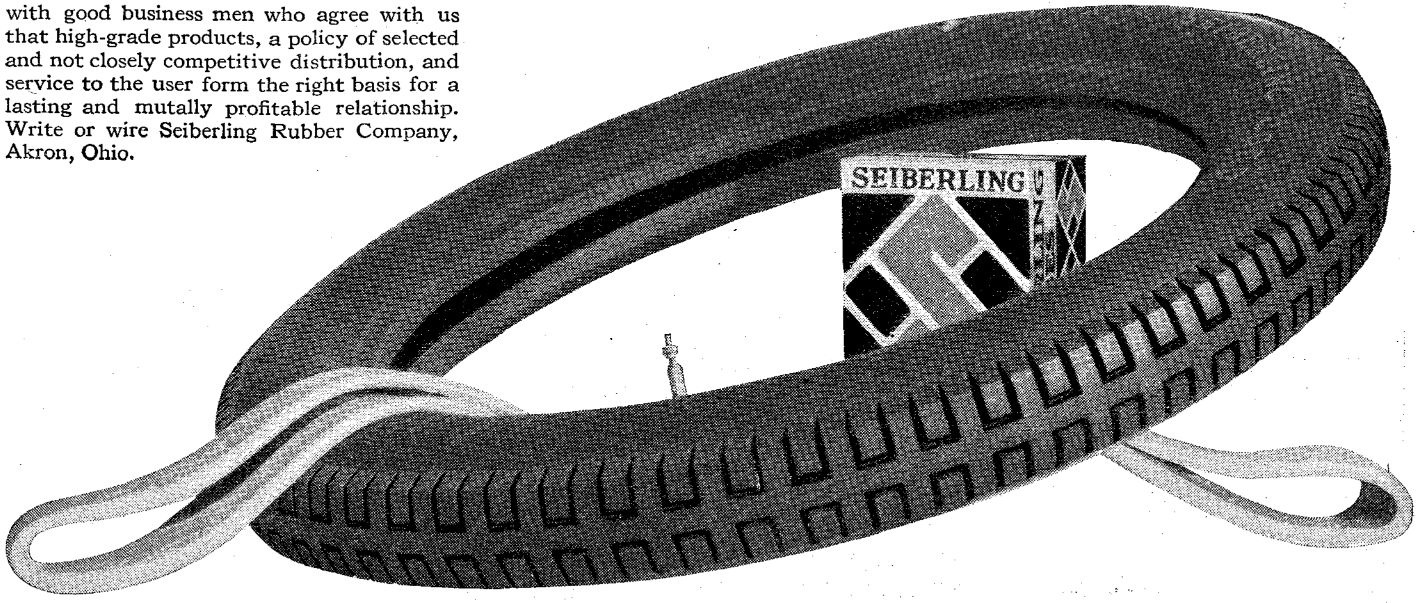

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INVESTMENTS AND FINANCE
Continued

WHY IT'S HARD TO BEAT THE BUCKET-SHOP

NOW that the papers are full of stories of losses in New York bucket-shops, of criminal prosecutions of the operators, of long descriptions of the methods they used to snare their victims, and of suggested remedies for the conditions that produce them, it may be of some interest to call attention to a brief account of their ways in an authoritative work on finance. As Professor Huebner of the University of Pennsylvania explains in his recent book "The Stock Market" (Appleton), we must distinguish between the *bona fide* broker's office "and the fictitious broker's office where only bets on price fluctuations of stocks or produce are made between the customer and the proprietor of the so-called bucket-shop." The odds are against the patron for several reasons. In the first place the bets are one-sided from the start. In this connection Professor Huebner quotes from John Hill's "Gold Bricks of Speculation," the latter's explanation why it is so hard to beat the bucket-shop:

> Take, for instance, the $10 stock trade, which is the most popular deal among the patrons of bucket-shops; could there be a more insane bet on the part of the patron? He steps up to the "order" window, pays in $10 and "buys" say, ten shares of American Sugar at $110 a share. If American Sugar declines three-quarters of a point—to $109.25—the patron loses his $10, the remaining one-quarter being the commission charged by the bucket-shop. American Sugar must advance to $111.25 in order that the patron may win $10 from the shop after paying the 25 cents commission. I am not an expert in figuring the percentage in games of chance, but it looks to me as if the fool patron was betting even money with the keeper that American Sugar would advance $1.25 a share before it would decline 75 cents a share; in other words, the keeper has 50 cents a share the advantage of the patron on a bet involving a fluctuation in the stock market of 75 cents on one side and $1.25 on the other, or a total of $2.00, so that the "sucker" starts out by giving an advantage of 25 per cent. to the keeper. Or, the stock must advance $1.25 a share to permit the patron to make as much as he would lose on a decline of 75 cents a share, the advance being 166 2-3 per cent. of the decline. It is a question in my mind on a deal of this kind (and there are probably more of these dealings than of any other in bucket-shops) if the keeper has not really a 66 2-3 per cent. advantage.

Now all too frequently, continues Professor Huebner, taking up the thread of his own argument, "the patron's disadvantage is further increased by dishonest practises on the part of the pretending broker, such as manipulating the actual market to bring the price of a given stock to the point where the bets may be closed out, or closing the shop through voluntary suspension should, perchance, a considerable number of patrons be winning."

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CURRENT EVENTS

FOREIGN

March 1.—Premier Lloyd George throws down the gauntlet to Sir George Younger, leader of the Conservatives, and threatens to resign the Premiership unless cooperation is given him.

Arthur Griffith, head of the Irish Free State Cabinet, announces that troops occupying military posts will not interfere with the people in the forthcoming election.

March 2.—Viscountess Rhondda wins her contest for a seat in the House of Lords, and will be the first woman to sit in that body.

March 3.—The Italian Fascisti regain control of Fiume after a short bombardment of the palace, and dissolve the provisional government and constituent assembly.

King George confers the Order of the Garter on Arthur J. Balfour in recognition of his services at the Washington Conference.

The Montreal City Hall, built thirty years ago at a cost of approximately $1,000,000, is totally destroyed by fire.

March 4.—The Italian Fascisti and former D'Annunzio legionaries install a provisional government at Fiume.

March 5.—Refusing to recognize the Irish Provisional Government, units of the Irish Republican Army from Cork, Tipperary and Clair commandeer the principal hotels in Limerick, while in Dublin the Free State supporters begin their campaign to uphold the treaty with England.

Mount Vesuvius erupts and the great cone which stood inside the crater collapses, while streams of lava pour down the mountainside.

Disturbances occur in Belfast, and one person is killed and fifteen are wounded.

March 6.—Members of the Irish Republican Army defy the Free State Government and take possession of the entire city of Limerick, and a serious clash between the Free State and Republican forces is threatened.

The Italian Government is reported to have cleared Fiume of agitators and to have arranged for an election to choose a new President.

March 7.—The Provisional Government of the Irish Free State sends ten companies of loyal troops to Limerick, and negotiates with the Republican forces who have seized the principal buildings of the town to disperse.

Twenty-six American marines, found guilty of engaging in a fight at Managua, Nicaragua, on December 8, and killing three policemen, are sentenced to imprisonment for terms varying from eight to twelve years.

The Allied Reparations Commission issues a statement showing that Germany has remitted to the Allies since the Armistice a total of $1,557,086,040, of which only $284,204,280 was in actual cash.

DOMESTIC

March 1.—The Senate ratifies the Yap Treaty without amendments or reservations.

March 2.—For the first time in its history the Emergency Fleet Corporation netted a profit in February in operating government vessels, announces Joseph

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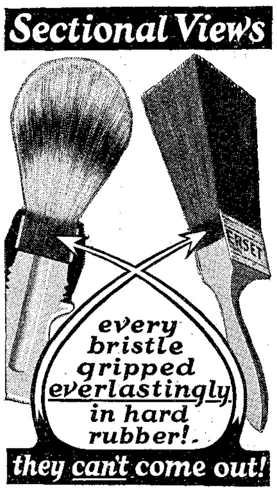
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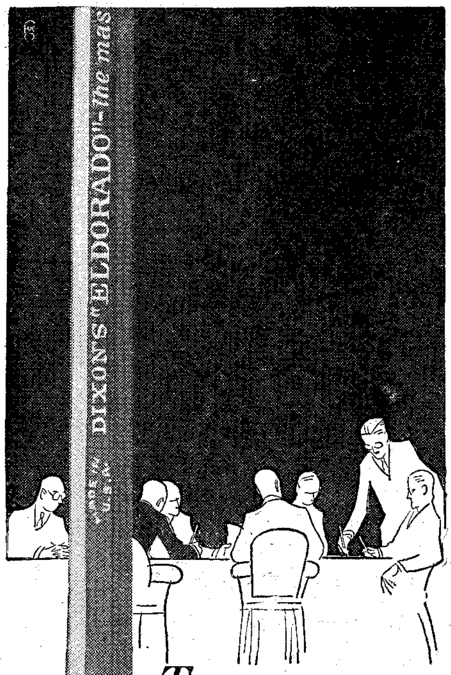

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CURRENT EVENTS
Continued

W. Powell, President of the Corporation.

Dr. Hubert Work, of Colorado, First Assistant Postmaster-General, is nominated by President Harding to succeed Will H. Hays as Postmaster-General.

March 3.—Fifteen persons are killed and a dozen others are injured when a New York Central express train crashes into a crowded motor bus near Cleveland, Ohio.

The House passes and sends to the Senate a bill appropriating approximately $108,500,000 to meet deficiencies of various Government departments. The largest item is $94,000,000 for the Veterans' Bureau.

March 4.—Secretary of the Navy Denby announces that he has ordered 50 additional destroyers and nearly three-score auxiliary and naval craft out of commission to conserve the fuel supply.

The Rev. Dr. Albert Le Roy Shelton, medical missionary of the Disciples of Christ, who was the first Christian missionary allowed to enter Tibet, was murdered by Chinese robbers on February 17, it is announced in a cablegram to St. Louis.

March 5.—Government revenues collected during January, the first month of operation of the revised tax law, showed a decrease in receipts of nearly $65,000,000, compared with January, 1921, according to the Internal Revenue Bureau.

March 6.—The Senate adopts a resolution calling on President Harding to define the present status of the Lansing-Ishii agreement.

Shipments of arms and munitions of war to China are prohibited by President Harding in an official proclamation.

March 7.—Six deaths are reported as a result of a tornado which ravages mill villages in Georgia and the two Carolinas.

The Compromise.—FARMER (who has sent some beer of doubtful quality out to the harvest-field)—"What be ye lookin' at the beer like that for? Anybody 'ud think there was summat the matter with it."

JARGE—"Well, I were just a-thinkin' if 'twere any worse we couldn't a-drink it, an' if 'twere any better we shouldn't 'a' got it."—*Punch.*

On Second Thought.—PATIENT—"Doctor, I've known you so long now that it would be an insult for me to pay your bill, so I've arranged a handsome legacy for you in my will."

DOCTOR—"You don't mean it—I am overwhelmed—by the way, just let me take a look at the prescription again."—*Banter.*

The Order of Authority.—"Is your wife the boss of your household?"

"She is," answered Mr. Meekton; "now that the hired girl has left."—*Washington Star.*

Mixed Condiments.—Sir Henry Wilson says that the British soldier is the salt of the earth. Previously it was the general impression that soldiers were mustered.—*Eve.*

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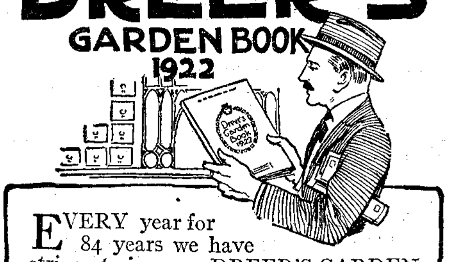
GARDEN BOOK
1922



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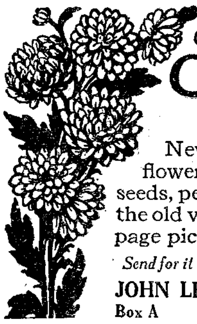

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"R. E. K.," Hillsboro, Mo.—"In a pleading filed in court in a case wherein there are several plaintiffs, the following clause is used: 'Plaintiff Frank Smith is estopped to assert, etc.' Should there be a comma between the word 'plaintiff' and the name 'Frank Smith'?"

Where there is more than one plaintiff, no comma should be used. The reason is that the terms are not in apposition, but are restrictive (or resumptive). See Klein, *Why We Punctuate*, pp. 44-49 ("The defendant, Baker, was a party to the contract"; . . . "Defendant Baker was a party to the contract"). See also Goold Brown. *Grammar of English Grammars*, p. 777.

"V. P.," Chillicothe, Mo.—"Please give me the meaning of the word *botulism*."

Botulism is poisoning caused by eating decomposed sausages.

"D. M.," Rush, N. Y.—"I am wondering if you could give me a complete list of Shakespeare's plays. I own 36 books in the set, but there are some others which some critics do not acknowledge, as 'Titus Andronicus.' Some people claim that there are 40 separate books, but I have never been able to find more than the 36."

According to the authorities available to us, there are thirty-nine of Shakespeare's plays published. He wrote also the following: "Venus and Adonis," "Sonnets," "Lucrece," "The Phœnix and the Turtle," and "A Lover's Complaint." In 1599, the stationer William Jaggard published a volume of miscellaneous verse which he called "The Passionate Pilgrim," and placed Shakespeare's name on the title-page. Only two of the pieces included herein are certainly Shakespeare's.

"H. C.," Hereford, Tex.—"Kindly inform me whether there is such a word as *Domineque*, and does it mean a breed of chickens?"

The word to which you refer is *Dominique*. It is the French form of *Dominic*, a proper name used to designate a breed of domestic fowls from Dominica, in the British West Indies.

"O. M.," Weaubleau, Mo.—"Please give me the correct pronunciation of *bonhomie*."

The word *bonhomie* is correctly pronounced *bon"o-mi'*—first *o* as in *not*, second *o* as in *obey*, *i* as in *police*.

"F. S.," Struthers, O.—"Is the following sentence correct, 'In most cities there *are* (or *is*) more than one car line'?"

Goold Brown says: "It is plain that either the word *more*, taken substantively, or the noun to which it relates as an adjective, is the only nominative to the verb *is*." *More* is considered as a quantity or aggregate and not as a number of separate units, and therefore calls for a singular verb. The sentence should read, "In most cities there *is* more than one car line."

"A. L. S.," Ontario, Cal.—"Which is correct: *Housefurnishings*, *house-furnishings*, or *house furnishings*, and kindly give the rule for its proper printing or writing, that is, whether it should be one word, a compound word, or two words?"

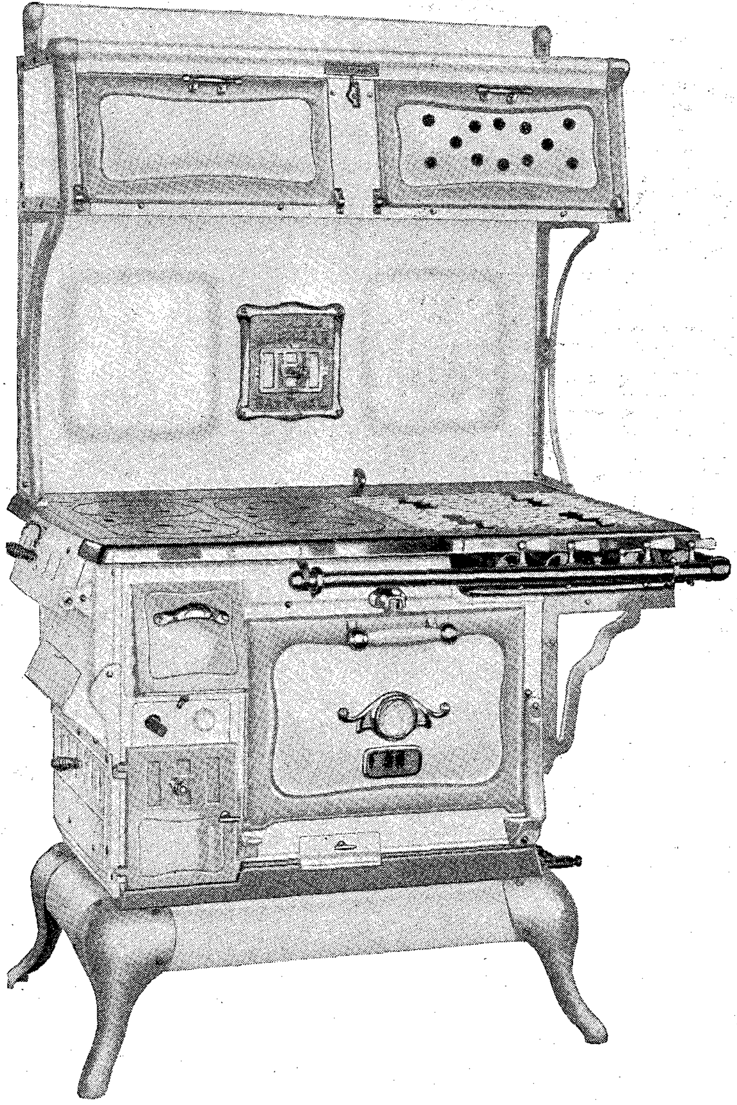
When the first of two nouns stands as an adjective with the sense 'suitable for' the words are to be written as two separate words—*house furnishings*.

"E. G. S.," Vancouver, B. C., Can.—"Please tell me what is meant when in a debate one side accuses the other of 'begging the question.'"

The phrase *to beg the question* means "to take for granted the matter in dispute; assume without warrant something that involves the point under discussion."

"W. L. O.," Oteen, N. C.—"Is there any difference in the pronunciation of the two words *dents* (plural of *dent*) and *dense?*"

There is. When the first is correctly pronounced the *t* is heard; when the second is correctly pronounced the sound of *t* is not heard.



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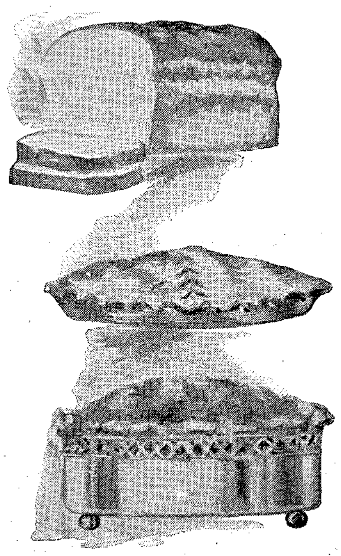

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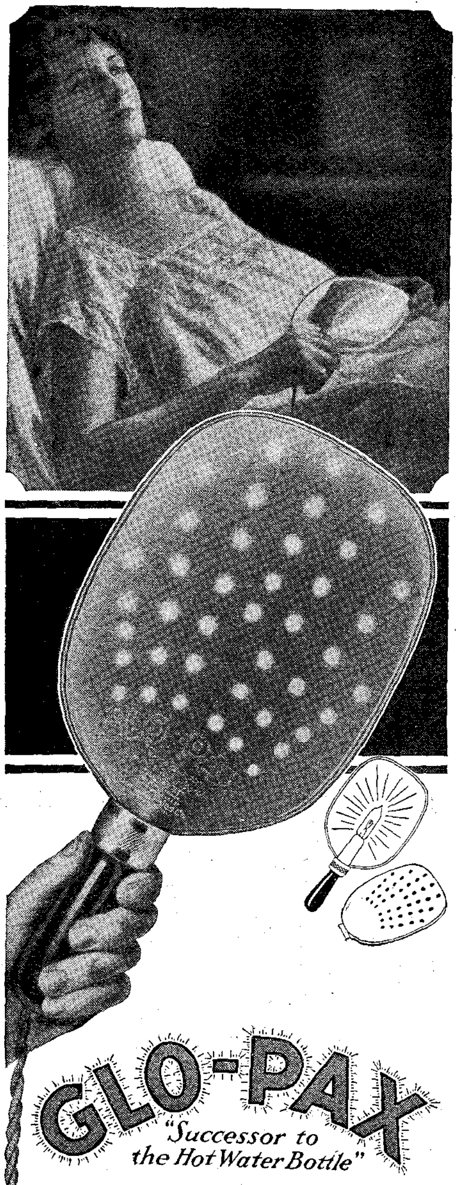

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THE SPICE OF LIFE

Agricultural Note.—The only thing that can be raised on the farm at a profit just at present is the price.—*Baltimore Sun.*

A Safeguard.—Divorces are practically unknown in Sweden. Perfectly natural in the land of safety matches!—*Life.*

Real Salesmanship.—Our idea of a first-class automobile salesman would be one who could sell Senator Newberry a Ford.—*Columbus (Ohio) Dispatch.*

After the Disarmament Conference.—MR. HARDING—"Where's the Army? "

MR. COOLIDGE—"He's out rowing in the Navy."—*Our Navy.*

What a Missing "T" Will Do.—There is only one way to get ready for immorality, and that is to love this life, and live it as bravely and faithfully and cheerfully as we can.—*Motto displayed beneath the head of The Wiggins Courier.*

Going Up.—SON—" Papa, give me a nickel."

PAPA—" Why, son, you're too big to be begging for nickels."

SON—" I guess you're right, papa, make it a dime."—*The Leatherneck (Washington).*

A Word for Father.—" Dear God," prayed golden-haired little Willie, " please watch over my mamma."

And then he added as an afterthought. " And I dunno as it would do any harm to keep an eye on the old man, too."—*The Leatherneck (Washington.)*

Never Mind the Corridors.—" Your name," exclaimed the admiring constituent, " will echo down the corridors of time."

" I don't demand that much," said Senator Sorghum, much affected. " All I ask is that my services may be considered sufficiently worthy to keep my name mentioned in the various political conventions."—*Washington Star.*

Business Brothers.—President Neilson of Smith College was making a rather tedious journey and was glad when the man who had the seat in front of his turned around and began a conversation. The man proved to be a traveling salesman and took it for granted that Dr. Neilson was another. " What's your line? " he asked. " Mine's skirts." " Well, so is mine," said the president of Smith.—*New York Evening Post.*

Ditty of the Dear Due Dollar.—An editor has been inspired, after looking over his list of delinquent subscribers, to compose the following: " How dear to our heart is the old silver dollar, when some kind subscriber presents it to view; the Liberty head without necktie or collar, and all the strange things which to us seem so new; the wide-spreading eagle, the arrows below it, the stars and the words with the strange things they tell; the coin of our fathers, we're glad that we knew it, for some time or other 'twill come in right well; the spread-eagle dollar, the star-spangled dollar, the old silver dollar we all love so well."—*The Troy Times.*

True Two Ways.—One way to get on your feet is to sell your motor car.—*Kansas Gazette.*

All Clear Now.—A professor says that sedentary work tends to lessen the endurance. In other words, the more one sits the less one can stand.—*Boston Transcript.*

Few and Small.—" I understand your cook has left."

" Yes," answered the housewife, who was taking account of broken china, " but not much."—*Washington Star.*

She Remembers.—Mrs. Asquith is lecturing in the United States on " People I Have Met." Some of the people in question are wondering when they are going to hear the last of it.—*Eve.*

Oratorical Precaution.—" You always have a very convincing way of speaking."

" I generally ascertain the views of my auditors and then fall in line as closely as possible," confided Senator Sorghum. " In that way I have 'em convinced before I start."—*Washington Star.*

The Advantages of Thrift.—"If a man had put a hundred dollars in a savings bank twenty years ago," said the statistician after dinner, " it would amount to over two hundred dollars now, and he could buy almost as much for it now as he could have got for the original hundred at the time he began to save."—*New York Sun.*

What Did He Say?

LODGE TELLS HARDING FOUR-POWER TREATY IS IN MUCH DANGER

—*The New York Times,* Sunday, March 5.

LODGE TELLS HARDING PACT CAN NOT FAIL

—*The New York Tribune* (same date).

Making Himself Clear.—A subscriber writes to the Anthony *Republican* as follows: "Don't send us your paper any more. We ain't taking any papers now or we would take yours. But we don't want none at the present time. The *Republican* is a awful good paper but we can't take no paper now, so please stop your paper. We'll take your paper again when we can take a paper. Don't send it no more."

The substance Toronto Kelley makes out of the foregoing is that the man evidently wants his paper discontinued.—*From a clipping sent in by an ex-subscriber.*

A *Faux Pas.*—At Southern railway stations it is the custom of darkies to sell chicken patties and other delicacies to passengers. A passenger who had enjoyed a patty and was leaning out of the window to buy another, asked of the dusky salesman:

"Where do you get your chicken? "

The darky rolled his eyes. " You-all f'om de No'th, ain't you, sah? " he queried.

" Yes," was the reply. "But why do you ask that? "

"'Case, sah! No gem'l'm'n f'om de South eber asks a nigger whar he gits his chicken."—*The Argonaut (San Francisco)*